



The Hongkong Telegraph.

FOUNDED 1861
NO. 12,715

六月四日英港雙

SATURDAY, FEBRUARY 14, 1925

ONE PINT 10 CENTS
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[SPECIAL TO THE "TELEGRAPH".]

INTERNATIONAL ALLIANCES.

HOME HOUSING PROBLEM.

SERIOUS GALE DAMAGE.

London, Feb. 13. For some time past, and in various ways, the British Government have been giving most careful attention to the Geneva Disarmament Protocol. That document, as the Foreign Secretary, Mr. Austen Chamberlain, stated yesterday in the House of Commons: "raises the whole question of disarmament and therefore of alliances".

It is obvious, therefore, that the whole series of current problems require to be surveyed both broadly and in detail. A special sub-committee of the Committee of Imperial Defence was appointed some time ago in this connection, and is understood to have prepared various memoranda for the consideration of the Government.

Meanwhile, consultations between the Home and Dominion Governments continue by cable, as a result of which the British Government can decide what effect the provisions of the Protocol would have upon the particular interests of the respective Dominions.

Mr. Chamberlain has set at rest various rumours by a denial that negotiations for a separate pact had been begun with any other country, and he moreover said he would not agree to any protocol or to any obligation of comparable character, without the consent of Parliament.

This undertaking was greeted with general approval.

HOUSE SHORTAGE.

Steel Structures Tried.

London, Feb. 13. The housing question was brought up in the House of Commons when the estimates were debated to-day.

The discussion revealed that there was divided opinion on the merits and demerits of the so-called steel houses. Speeches were made for and against encouragement of the plan, a number being opposed to steel houses on the grounds that the period of forty years which their advocates predicted as their life was short, and that they would be subject to corrosion and might involve discomfort for the occupants. It was also objected that the building industry would suffer if the scheme were proceeded with.

Replying, the Parliamentary Secretary of the Ministry of Health, Sir Kingsley Wood, said that the criticisms raised in the debate were dealt with in the housing committee's report. The committee had recommended that

CONTROL OF ADVERTISEMENT.

NO OCCULTING SIGNS.

The Gazette contains the draft of an Ordinance to amend the Advertisements Regulation Ordinance, 1912.

It is explained that the object of this Bill is to give the Governor-in-Council a wider power of making regulations for the control of advertisements, and in particular to enlarge the existing power so as to enable the Governor-in-Council to prohibit occulting signs. Probably no general prohibition of occulting signs could be made under the regulations section as it stands at present.

A draft regulation proposed under the Ordinance reads: "No person shall exhibit any occulting sign or allow any occulting sign to be exhibited on any premises occupied by him."

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CANTON OUTLOOK.

A TRIANGULAR FIGHT?

(Our Own Correspondent.)

Canton, Feb. 14. When I saw a politically well-informed Chinese to-day hostated that when General Chan, King-ming began the great struggle for the capture and occupation of Canton, it was known that he could by no means expect a swooping victory at once, hampered as he is by economical difficulties, adding that his original campaign fund was only a little over \$3,000,000, which was a mere dribble in the ocean compared with what would be needed for a quick initial success.

Chan's adherents are now expecting that the Yunnanese garrisons are contemplating hanging on to the city themselves, and that they have already taken steps to get the remaining Cantonese and their Russian friends to leave Canton. It is known that many of these Yunnanese are ex-pirates who cannot return to their own province. They already control the rich revenue-bearing railroad between Sun Shui and Fatshan, and it is reported that they have lately been at least very "hostile" in contributing funds for the Government forces.

STEAMER IN DISTRESS.

More Landslides Reported.

London, Feb. 13. Last night, a gale which at times reached a velocity of 68 miles an hour was accompanied by heavy rain, and gauges in London recorded a fall of three-quarters of an inch.

Reports from many parts of the country state that large areas are again under water, and as the rain has continued intermittently during the day it is feared that considerable damage will result from floods.

Owing to the damage to overhead wires and the flooding of underground cables, inland telephone and telegraph communication has suffered considerable interference, and some of the Continental lines are also down.

In the English Channel, where the gale still continues, the Continental boat services are being maintained in difficult conditions, but many vessels are taking shelter in harbour. Motor launches were in much request to tow small vessels in distress into sheltered waters.

The steamer Ardgavrol, bound from Rotterdam to Greenock, was reported to be drifting unmanageable off the Lizard late last night. Two drifters went to the assistance of the vessel, and attempted to take her in tow, but the hawsers parted in the violent storm. A Falmouth tug arrived when the steamer was in a dangerous position, and towed her to Falmouth after several hours of battling. The rudder of the Ardgavrol was broken.

A landslide due to the heavy rain and flood at Middlewood, in Cheshire, caused considerable dislocation of the railway traffic this morning between Buxton and Manchester.

COLONY'S FINANCES.

BALANCE SLIGHTLY REDUCED.

The latest financial returns for the Colony, made up to the end of October, show that the balance at that date was \$16,443,298, as compared with \$16,947,954 at the end of the previous month.

The revenue for the first ten months of last year totalled \$20,291,436, as against \$20,448,014 for the same period of 1923, the chief shrinkage being in licences and internal revenue.

The expenditure for the ten months came to \$19,819,633, this comparing with \$18,285,832 for the previous year. There were increases under many heads, the chief being:—Harbour Master's Department, a rise of \$171,000; Police Department, an increase of \$303,000; Public Works Extraordinary, an advance of nearly two million dollars; and Kowloon-Canton Railway, a rise of more than half a million.

WEST RIVER NEWS.

WATER AGAIN DROPS.

The water has again dropped considerably the last week, so that most of the steamers have to stop at Sun Sing as formerly, not being able to proceed all the way up to Wuchow.

The Hongkong-Wuchow passenger yacht Ko Chow, Captain E. Jones, lowered a boat at the Second Bar yesterday and sounded right across the river. Only 7 ft. 10 in. was found in the channel there.

At Sam Shui there is 1 ft. 4 in. below zero on the tide gauge (measuring about 9 ft. 6 in. on the bar). Extensive troop movements have been observed to be constantly going on between Pak Kai and Canton, and also between Shui Hing and Wuchow. These movements all belong to Dr. Sun's armies.

GOVERNMENT CHANGES.

THREE APPOINTMENTS.

The Gazette announces the following appointments by His Excellency the Governor:—

Mr. David William Tratman to act as an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

Mr. Samuel Burnside Boyd McElroy to be Second Police Magistrate.

Mr. Norman Lockhart Smith to be Head of the Sanitary Department.

NEW J. P's.

SIX MORE OFFICIALS.

His Excellency the Governor has appointed the following officers to be Justices of the Peace for the Colony of Hongkong:—

Hugh Fitzherbert Bloxham, George Francis Hole, Lieutenant, R.N.

John Harry Barclay, Nibb, M.C.

William Lyle Paterson.

Walter Rio Gordon Scott.

Douglas James Valentine, M.C.

AMERICAN NAVAL APPROPRIATIONS.

Washington, Feb. 13. The Budget Bureau has requested Congress to grant an appropriation of thirty million dollars to carry out the naval programme for 1926.

TYPHOID OUTBREAK.

NOTHING MORE THAN NORMAL.

In a climate such as we experience in Hongkong, a certain amount of typhoid is to be expected, actually the whole year round, and there is nothing above normal in the present incidence of the disease. Such is the official view of the prevailing typhoid "epidemic."

A Telegraph representative was inquiring for official figures and informed that since the beginning of the present year thirty-four cases have been notified. Five of those—three British, one Indian and one Chinese—were imported, while of the remainder, seven were non-Chinese and twenty-two Chinese.

The general rate of incidence per thousand of the population per annum, calculated on the first forty days of the year, has been 0.278, the Chinese rate has been 0.225 and the non-Chinese 2.76. The Chinese rate, our representative was informed, is slightly above that of 1924, which was 0.193, but below that of 1923, which was 0.326. In regard to the non-Chinese rate, it is well below the figures for the past two years. Last year, as was only to be expected, it was as high as 6.31 and in 1923 it was 4.32.

In point of fact no comparison can really be drawn; it must be remembered that the period for which the rate for 1925 has been calculated is only 40 days, though the figures are worked out over the whole year, the incidence being assumed, for the sake of comparison, to be constant.

CHEMISTS AND DRUGS.

INTERNATIONAL CONTROL

Genoa, Feb. 13. The second opium conference has read the draft convention on drug for the first time.

Article one was maintained by 14 to 11 votes, providing that a contracting party may authorize the supply to the public by chemists, in urgent cases, of tincture of laudanum and Dover powder, but not above twenty-five centigrams in each case.

The official opium conference has agreed that members of the permanent central board for control of narcotic drugs shall be appointed for five years.—Reuter.

OPPOSITION.

Genoa, Feb. 13.

Several speakers at the opium conference strongly objected to the first article, including the British delegate. An interesting point is that the American delegate in committee also opposed it.

The article establishing a control board was animatedly debated. Sir M. Delevingne upheld the present wording regarding the procedure of establishing the board, which procedure includes the United States and Germany besides members of the League Council.

The vote on this was adjourned.—Reuter.

BRITISH DELEGATE'S REGRETS.

London, Feb. 13. Viscount Cecil, speaking at Bournemouth for the first time since his return from Geneva, said that broadly speaking he thought the opium conference might congratulate themselves on a very successful issue to their labours.

The conference had decided that, as the eating of opium was confined to India, it was hardly an international matter, and was one to be dealt with by the Indian Government.

He deeply regretted the American withdrawal from the conference, which, however, seemed to him to have been a wise move.

JOCKEY TILROWN.

MR. VIDA TAKEN TO HOSPITAL.

Riding Sir Paul's Honesty Dahlia in a trial at Happy Valley this morning, Mr. F. R. Vida had a heavy fall and was taken to the French Hospital. He is believed to have fractured his collar bone. Honesty Dahlia also fell whilst racing a week ago when the mafo was injured.

Mr. Vida is extremely well-known throughout the East, especially in racing circles. He recently came down from Shanghai, to ride for Sir Paul at the Races. His absence from the Racoocourse next week, which is almost certain, will be much regretted, and his many friends wish him a speedy recovery.

"CAL'S HOBBYHORSE."

SENSATION IN U.S. CONGRESS.

Washington, Feb. 13.

Congress was agitated to-day owing to Mr. Vinson, a Democrat of Kentucky, attempting to read an allegedly humorous poem entitled "Cal's Hobbyhorse" referring to the mechanical horse recently installed in the White House similar to those used in gymnasiums, which the President daily exercises, and which has been the target of newspaper humour during the past few days.

After a heated debate regarding the propriety of ridiculing the President, Mr. Vinson was permitted to recite the poem, which described how President Coolidge profited by the Prince of Wales' example as a horseman, and continued that the White House horse shared its master's proclivities for silence. It was suggested that it be given a name for inscription on the roll of famous equines.

The reading of the poem was punctuated with shouts and cries of protest, and a vote is to be taken, as soon as the stenographic report is obtainable, on the question of whether the remarks therein were in order or not.—Reuter's American Service.

WIRELESS CONTROL.

PENALTIES FOR NO LICENCE.

London, Feb. 13.

The text is issued of a Bill to amend the law relating to wireless telephony.

It provides that anyone establishing or maintaining a wireless telegraph station without a license will be liable to twelve months' imprisonment, or a fine not exceeding a hundred pounds sterling, or conviction on indictment; or imprisonment not exceeding three months, or a fine not exceeding fifty pounds sterling, on summary conviction.—Reuter.

GERMAN SCANDAL.

CHIEF OF POLICE MENTIONED.

Berlin, Feb. 13.

The Prussian Minister of the Interior has granted an application to Herr Richter, the Chief of Police, for leave of absence.

It is generally believed that Herr Richter will soon resign, especially as he has frequently been mentioned in the Press in connection with the Barnstorf affair.—Reuter.

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A French Court has decided exactly what a fresh egg is. Lucky that a Hongkong jury hadn't to tackle the problem. rich man's success remains one.

Radio can't live on jazz, says Some nuts show too conspicuous Hongkong folk try to.

Two can live as cheaply as one until the rent is raised.

In these days of self-determination it's only right and proper that Kowloon babies should demand the right to be born on the peninsula.

Harry says that so far he's seen no kills in Hongkong. MacWhirter says the same about Portobello!

According to the Daily Press, "the completion of the nineteenth year of the reign of the present King of Siam is to be celebrated by a big exhibition." We understand that Queen's Statue Pier is to be opened at the same time.

The right number on the Sweep will be of more importance to us next week than the right number on the telephone.

"Is Hongkong musical?" Judging from the terrible noises in Flatland, Kowloon is trying hard to be.

Some shareholders see to it that managing directors get more than fees.

MacWhirter, he says that no applicant for a job need worry about testimonials from ministers. What he wants is a reference from some

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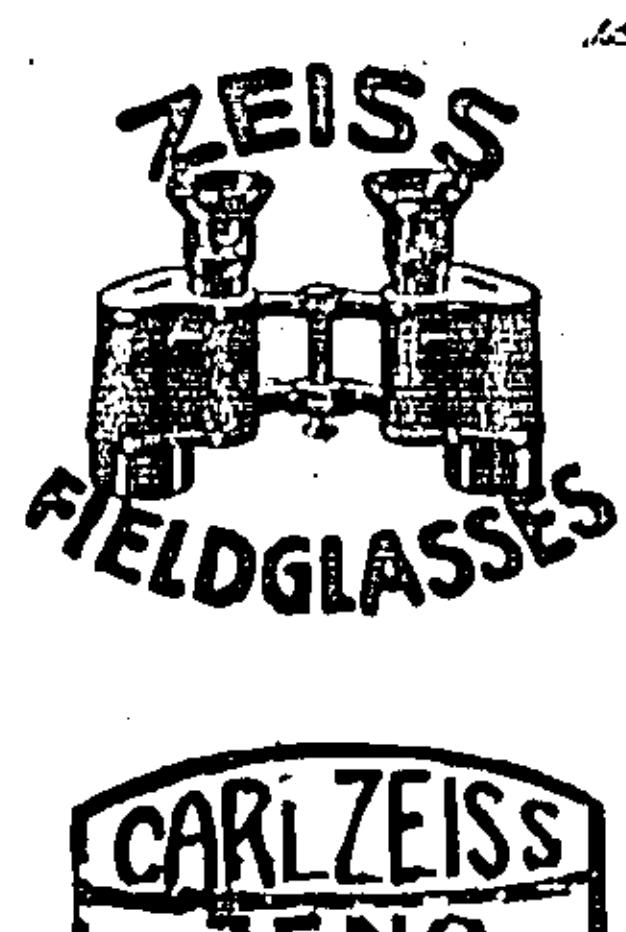
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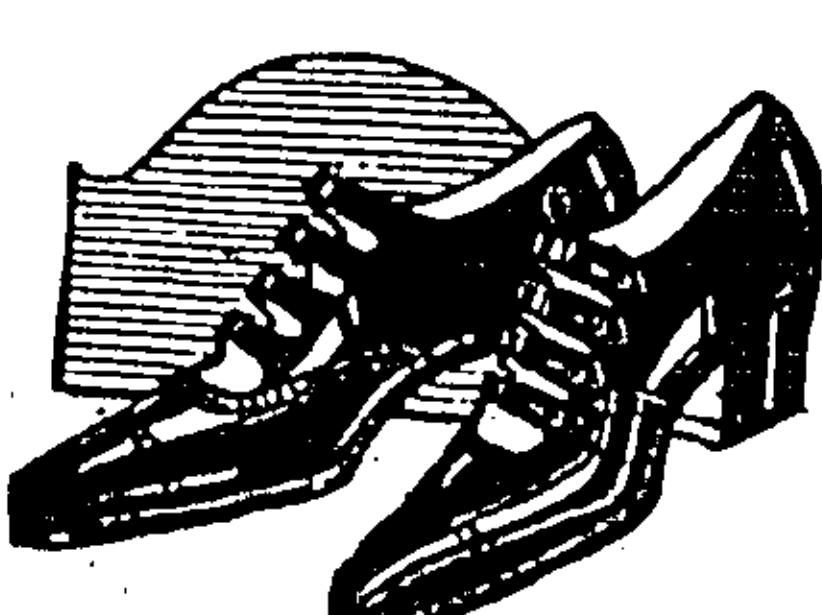


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EARLIER TELEGRAMS.

"MODERN CHILD SLAVERY."

London, February 13. The Manchester *Guardian*, in an editorial headed "Modern Child Slavery," says that women and children are being exploited in China under conditions far worse than those against which English factory reformers agitated a century ago. The problem of reform is unhappily peculiarly difficult. The report of the Child Labour Commission of the Municipal Council of Shanghai is one of the most melancholy social documents of recent years. As most of the foreign Powers with treaty rights are supported by the International Labour Legislation, they should no doubt withhold their approval of the modest regulations proposed by the Commission, but all representations from England, such as that made by the China section of the Manchester Chamber of Commerce, will exert timely pressure. Shanghai must be encouraged to press on; we must wait till China has effective Central Government before legislation can be enforced on a national scale, but as was shown in Hongkong, a promising field for reform exists in areas under foreign influence.—*Reuter*.

PLEA FOR A SPIRIT OF REASONABLENESS.

New York, February 13. A plea for "a spirit of reasonableness" was the keynote of a speech delivered by the Secretary of State, Mr. Hughes, on the occasion of the Lincoln banquet, in which, while reiterating America's determination to avoid foreign entanglements, he declared she could not be just to herself and refuse to co-operate in the interest of peace and mutual helpfulness. Mr. Hughes severely condemned the "turbulent spirits among us whose aim seems to be to foment ill-will, turn friends into enemies and erect between well-disposed peoples barriers of lying imputations of motive for action." He added that if Americans could sound a note, not of ignoble pacifism but of noble reasonableness, "we shall be thrice armed, secure in just influence to which no one could set a bound."—*Reuter's American Service*.

FRENCH BUDGET OF EXPENDITURE.

Paris, February 13. In the Chamber, discussing the re-adjustment of ex-soldiers' pensions, the Premier, (M. Herriot) said the Government had decided to defend the national money as it was a task necessary for security. "The policy of drastic financial honesty must be continued," stated the Premier, and the Government would not try to remain in power if it felt that it was not performing its duty towards the nation. The defense of the franc is the only solution to the question of re-adjustments.

M. Herriot concluded by exhorting the Chamber to renounce the useless debate and to complete immediately the discussion on the Budget of expenditures, amounting to 34,187,000,000 francs, of which 18,000,000,000 francs are for the payment of interest on France's debts, 13,777,000,000 francs for the expenditure of the Ministries, 1,400,000,000 to cope with the increases in the wages of officials, and 1,800,000 francs for the re-adjustment of pensions.—*Harsu*.

RESUMPTION OF GOLD STANDARD.

London, February 13. Although some newspapers regret that Mr. Churchill is unable to make a more precise statement in regard to the resumption of the gold standard, the principle of the Government's policy is almost unanimously endorsed.

The *Daily News* publishes the opinion that the matter should not rest entirely in the hands of the authorities and points out that when Parliament passed the embargo on gold exports it retained the right to say when it would terminate. It is still open to Parliament to guard us from any undue haste.

The *Times* City Editor emphasizes that the financial authorities agreed that the earlier the date that can be fixed with due regard to safety the better.

Sir Josiah Stamp's reservation that an agreement be reached in advance with America finds general acceptance.—*Reuter*.

UNIVERSITY LAW
SOCIETY.

INAUGURAL MEETING
YESTERDAY.

The inaugural meeting of the Hongkong University Law Society was held in the Union building at the University last evening when a large number of students attended, and were addressed by Mr. Keating on the subject of "Legal Opportunities in China."

Mr. M. A. Khan, the Graduate Vice-President, in introducing the speaker said that he had hoped some more worthy person would have been able to take the chair on the occasion of this their first meeting. The Vice-Chancellor would have been present were it not for an engagement elsewhere, for he had always been very sympathetic towards the movement among the students. Mr. Keating had been mainly instrumental in the formation of the Society and his address would no doubt be of great value, but it was up to the members themselves, individually, to make the Society a success.

Mr. Keating then commenced his address with reference to his title which, he said, was somewhat ambiguous. He did not intend to go into the professional aspects of the law, on which subject there were many barristers and solicitors in the Colony who could do much better and who might later address them on the subject. Here was the difference in University and Professional training. The first was a prelude to the second and the object of the Society was to collate the legal work, which came before them in the University during the course of their studies.

Old Mosaic Laws. The studies of Society would of necessity be comparative, with the object of seeing exactly what the various systems had contributed to the generally accepted legal codes.

The meeting closed with a vote of thanks and applause for the excellence of the initial address.

CERTAINTIES?

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MUT TSAT'S GUARDIAN.

WHEN A PARENT'S CARE CEASES.

That a mistress was not the lawful guardian of a *mut tsai*, nor was a child in the care or charge of its parents after it had reached the age of discretion, was the submission at the Kowloon Magistracy yesterday of Mr. N. L. Brewer, who applied on behalf of Lau Tit-wan, a young Chinese who was sentenced to four months' hard labour by Mr. E. W. Hamilton last week, on a charge of harbouring a *mut tsai* aged 19, without the consent of his guardian, for the re-hearing of the case.

Mr. Brewer said *inter alia*:

On Wednesday afternoon a somewhat tear-dimmed Chinese lass was shown into my office. Her story, told timidly but unshakenly, was that her mistress was using every coercive means to persuade the girl to permit herself to be sold in Canton as a prostitute. Her mistress, she said, had been so persuading her for a long time and in consequence she had on one occasion run away to Lau Tit-wan and asked him to protect her. Now that he is in prison the mistress has been more insistent and had positively informed her that she must go to Canton that very night. The girl feared that she must give way unless I could see a way to help her. I desired to help her; as, apart from natural sympathy for her plight, I did not wish my principal witness for the defence of Lau Tit-wan to be "railroaded" to Canton.

Here then was a parallel. In like manner this girl had a few weeks ago gone to Lau Tit-wan imploring protection. He, in fact, had acted to the best of his lights, gave her a sheltering roof, and has been sentenced to four months' imprisonment for that very act of granting shelter.

S. C. A. Interviewed.

I took her to the Secretary for Chinese Affairs, but to my surprise, after I had fully stated the case, I was informed by Mr. Hallifax that he could do nothing in the matter.

Had Lau Tit-wan been in my place, could he have persuaded Mr. Hallifax to help him? He would perhaps have accepted the refusal and either abandoned the girl or incurred the penalty to which he has been subjected.

Still confident of the justice of my cause I pleaded further. I pointed out how one man had already been sentenced to four months' imprisonment for protecting this very girl, that no-one else dare receive her, that she was the only one who could accept such responsibility, and that I truly believed it necessary for her moral safety.

Thus I finally won from him consent to her temporary admittance to the Po Lung-kuk.

No Slavery in Hongkong. Officially there is no slavery in Hongkong. The great British Empire which has so successfully interfered to prevent slavery in divers places could scarcely admit condoning the practice within its own jurisdiction.

So that although we know that *mut tsai* are bought and sold, are reared for their unpaid menial service, are treated as slaves in Hongkong and taken to China to conditions which differ from Hongkong conditions only in that their state of slavery is openly acknowledged, yet in spite of this common knowledge we defend the system by maintaining that every *mut tsai* is free and can leave her mistress at will.

Are we to believe that at such a time the Legislature would have intended to take away from the *mut tsai* the one right that in any way justified the Government in permitting their continued existence?

For that is the effect, if your rendering of this law be sound. The *mut tsai* has the right to leave. But where can she go? Anyone according her a shelter will be sent to prison and the mighty arm of the Police be stretched forth to force her back to that slavery which she had fondly believed herself able to repudiate. After 21 she can go. But it is a poor mistress who can, not coerce her into untraceable paths before that age. She can go to the S. C. A. The consent grudgingly conceded to my importunities would, I fear, have been refused to the unfeared Chinese applicant. The answer lies elsewhere and I submit that it is this:

Lawful custody of a child is vested only in the parents, natural guardian, or created by the Court by Statute, and even such control can be terminated by the Court at an earlier age than 21.

DR. SUN'S ILLNESS.

INCREASING WEAKNESS.

Peking, February 13.—A Peking University Medical College bulletin says that Dr. Sun Yat-sen is showing an increasing weakness in his circulation. His pulse is 120 and his temperature normal.

Adoption—especially the *quasi-fictitious* guardianship which camouflages the *mut tsai* system—carries no right of custody.

Up to the age of 19 the S. C. A. is the Statutory Guardian of all *mut tsai*, after that age they have no guardian, and are free to choose where and with whom they shall live.

If this be so it follows that no prosecution lies for harbouring a *mut tsai* over 19 provided she is a consenting party, for if she has been permitted to choose her own movements then the Ordinance has not been broken. If therefore I can satisfy your Worship on this point I ask confidently for a re-hearing at which I shall prove that Yik In-kan (the girl in this case), was a consenting party and went away and lived with Lau Tit-wan of her own free will and with the consent of the person having the lawful care and charge of her i.e. herself.

Mistress's Claim is Fantastic.

English Law does not go all the way in this matter, because the cases therein are naturally concerned with the rights not of purchasers but of parents. In one way this is

helpful, because the rights of parents are naturally as great as—and one would expect greater than—the mercenary claims of a speculative buyer. So that when we find case after case of English decision wherein the very father is not entitled to the custody of infants once they have attained an age of sufficient discretion to exercise a choice, and when we find that age to be defined as 14 in the case of a boy and 16 in the case of a girl, it would appear that a mistress's claim to the lawful custody of her "adopted child" until the age of 21 was fantastic in the extreme.

I will quote one case and one only. More in unnecessary, as the majority of other dealing with this subject are quoted in the text theory should your Worship desire further reference. The case I quote is *Queen v. Howes* (1860) 3 Ellis and Ellis. On page 330 the learned Judge, in delivering his judgment, says: Now the cases which have been decided on this subject show that although a father is entitled to the custody of his children till they attain the age of 21 this will not grant a *habeas corpus* to hand a child which is below that age over to its father provided it has attained an age of sufficient discretion to enable it to exercise a will choice for its own interest.

Age of Discretion.

The whole question is: What is the age of discretion? The Legislature has given us a guide, which we may safely follow in pointing out 16 as the age up to which the father's right to the custody of the female child is to continue, and short of which such a child has no discretion to consent to leaving him.

Now under the English law a person is to be convicted for harbouring any unmarried girl under the age of 18, without the consent of the person having the lawful care or charge of her. But the point is that after the age of 16 even the father himself cannot claim to have the lawful care or charge of his own daughter provided she chooses to determine that care or charge by severing herself therefrom, and that if she so choose she may thereafter live in the company of anyone she pleases and no charge of harbouring will lie.

I assert that Yik In-kan left her mistress's house of her own choice and voluntarily went to live with Lau Tit-wan. At the re-hearing, for which I ask, I will prove it. My point here is that under those circumstances even the girl's legitimate father or mother would be unable to substantiate a charge of "harbouring without consent of the person having the lawful care or charge of her."

But in the case of mistress and *mut tsai* we have further to state that at no age whatever is the mistress possessed of the lawful care or charge in opposition to the child's wishes.

His Worship said that he would consider the point raised by Mr. Brewer and inform him of his decision in due course.

BISHOP AND ST. ANDREW'S.

YESTERDAY'S RECEPTION.

Yesterday evening the members of St. Andrew's Church gave a warm welcome to the Bishop of Victoria and his wife, who arrived in the Colony from England a few days ago. The occasion was made quite a gala affair. The approaches to St. Andrew's Hall were gay with bunting and the hall itself charmingly decorated. To add to the amenities of the evening the band of the East Surrey Regiment was present under Bandmaster Bradshaw and rendered happy selections during the tea interval.

Later in the evening the vicar, the Rev. G. R. Lindsay, remarked that it hardly needed words of his to express the warm feeling they had at St. Andrew's towards the Bishop and Mrs. Duppuy. They counted it a privilege and a pleasure to give expression to the good will they felt and the pleasure at seeing them back among them. The occasion reminded him of a welcome they gave the Bishop some years ago and since then it had been his privilege to sit many times at the feet of the Bishop. (Laughter), metaphorically of course, for guidance in the problems that arise in a parish of the size of St. Andrew's; and he always got wise and considered judgment, and he was very glad he was back.

St. Andrew's Gift.

The vicar of a parish had a more or less easy time because he had so many to support him but the Bishop was often very lonely. However he had remedied that loneliness and they all offered a very hearty welcome to Mrs. Duppuy. (Loud applause). He had had the privilege of meeting her at Homo while on leave and he discovered then how interested she was in the work of this diocese. She had been working in an honorary capacity at the C. M. S. headquarters, which was concerned with V. D. A.

In conclusion Mr. Lindsay said he wished to express the good will they felt towards the Bishop and Mrs. Duppuy and to ask them to accept a cheque as a token of their regard for them and with good wishes for the future. (Applause).

In his reply the Bishop said he first wished to thank them from his heart for the warm welcome they had received at St. Andrew's. He confessed that when he saw the steps lined with flags, the band on the lawn and then the hall it moved him tremendously. He was grateful for the welcome they had given to his wife because it was a great big thing to take on a job like it for the first time. He didn't really know how to thank them for the gift, not so much because of the gift itself as the goodwill that lay behind it.

Since he left to go on leave ten months ago he had travelled many thousands of miles and he was firmly of the opinion that the Church was going forward. During the four years he had been away from England he could see big advances and many signs of growth there and many signs of life. Continuing, the speaker instanced the growth of the Church in Australia and in China, remarking that he believed that he was the bishop of the largest and most developed diocese in the world. In conclusion he again warmly thanked St. Andrews for the welcome that had been extended and was warmly applauded and asked for continued support.

EPIDEMIC CONTROL.

CONFERENCE ENDED.

Singapore, February 13.

Mr. Norman White, the epidemiologist stated that the Epidemiological Conference had agreed on all points, and the Epidemic Bureau would start work immediately.

The first stop would be the despatch of a weekly telegram with regard to the prevalence of serious epidemics, while radio messages would be broadcast from Bandung to Australia and to the East.

The delegates had shown very great solidarity and had usefully discussed special interests in connection with a revision of the Epidemic Convention.

"Just as pretty as when 'twas new!"

Try our Dry-Cleaning Service



THE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: YAU MATI, Tel. K. 12.
HONGKONG DEPOT: 16, Napier Street, Tel. K. 1272.
KOWLOON DEPOT: 19, Canton Road.
CANTON: 19, Shaki Central, East.
HONGKONG HOTEL: (Visitors only).
Write or Phone for complete Price List.

DON'T bend over an ironing table or carry irons to and fro from the kitchen range. Keep fresh instead of getting tired. Sit down to iron—the electric way. With an electric iron you merely push the iron along—the electricity keeps it hot.

HOT WATER WHEN AND WHERE YOU WANT IT.

In the bedroom, or bath room, or the tea or breakfast table an electric kettle will quickly boil water whenever you need it. Fill the kettle, connect to your nearest lampholder pendant—switch on. That's all—perfectly easy, simple, and clean. Use electricity, the modern means of eliminating work and dirt.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Showroom: 62, Nathan Road, Kowloon.
Phone K. 677.

HONGKONG HOTEL

Miss KITTY BARLOW

Versatile Entertainer

IN

SONGS AT THE PIANO

Character Songs and Child Impersonations
will appear in the

Roof Garden

during Tea Dances, and in the

GRILL ROOM during Dinner

on Friday and Saturday.

13th. and 14th. inst. inclusive.

The Hongkong & Shanghai Hotels, Ltd.

DOLLAR STEAMSHIP LINE

S.S. "STUART DOLLAR" sailing February 18th.

For Los Angeles and San Francisco.

For freight and further particulars apply to

DOLLAR STEAMSHIP LINE

Hongkong, & Shanghai Bank Building

Telephone, Central 1472, 1473, 1474, 1475.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box No. is required

TO LET.

STORAGE Space on Marine Lots with Godowns & Chinese House to Let from 31st December. W. S. Bailey, Kowloon Bay.

TO LET.—Spacious offices, Second floor, China Building. Promises available March 1st. Inspection any time during business hours. Apply The Hongkong Excavation Co. Ltd.

TO LET.—Spacious Godown in Duddell Street especially suitable for bonded warehouse. Apply H. M. H. Nemazoo.

TO LET.—A few spacious office rooms. Apply Secretary, Prince's building & Land Co. Ltd.

FOR SALE.

FOR SALE.—KELLETT MANSION BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Voeux Road Central.

BRITISH COLUMBIA.—Desirable ORCHARD HOME of thirteen acres for SALE. Charming Residence, thoroughly modern; spacious grounds, 800 bearing winter apple trees; attractive location on river, ideal climate. Good hunting and fishing; close to golf links and small city. For full particulars and photographs apply S. T. HULL, Grand Forks, British Columbia.

CAFE WISEMAN
are supplying

TIFFINS AND TEAS
at the
JOCKEY CLUB STAND
FOR MEMBERS
AND AT NO. 11 STAND
FOR NON-MEMBERS
DURING THE RACE MEETING.

Tables may be Booked.

NOTICE.

NOTICE IS HEREBY GIVEN that owing to increasing ill health Mr. H. Percy Smith has retired from the firm of Percy Smith, Seth & Fleming as from the 31st day of January 1925.

The business will be carried on as heretofore under the same firm name.

PERCY SMITH, SETH & FLEMING
Hongkong, 9th February 1925.

HONGKONG STOCK EXCHANGE

NOTICE IS HEREBY GIVEN that the Stock Exchange will be closed on MONDAY, 16th, TUESDAY, 17th, WEDNESDAY, 18th, and THURSDAY, 21st, instant.

By order of the Committee,
A. NISSIM,
Secretary.
Hongkong 12th February, 1925.

RACE HOLIDAYS.

THE Exchange Banks will open for the transaction of Public Business at 9.30 a.m. and close at Noon, on Monday, Tuesday and Wednesday, the 16th, 17th and 18th instant.

Hongkong, 11th February, 1925.

DASCHRAM—Have you my advertisement seen which is now on page 14?

NOTICE OF REMOVAL

WE have THIS DAY REMOVED to Ground Floor of China Building, (facing Queen's Theatre) C. E. WARREN & CO., LTD. Sanitary Engineers. Hongkong, 1st February, 1925.

NOTICE OF REMOVAL

THE SOUTH CHINA ATHLETIC ASSOCIATION is removed to 7th floor, China Building. Telephone No. Central 4696.

NOTICE.

RAFFLE for the late Mr. H. W. Chaney's motor cycle will be drawn at the Esma Club on THURSDAY next, February 19th at 7 p.m.

NOTICE.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21. PASSES for Servants will be issued on application to Messrs. Linstead and Davis, Alexandra Buildings. No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various stands. Any Chinese found loitering about with Servants' PASSES in their possession will forfeit them and holders thereof will be removed from the Enclosure.

C. R. BROWN,
Secretary.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21. Members' Badges of Admission are now ready and may be obtained by those Members who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings

C. B. BROWN,
Secretary.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21. Tickets of admission to the Public Enclosure may be obtained from Messrs. Kelly & Walsh or at the Gate. Price \$3 per day. Soldiers and Sailors in uniform \$1 per day.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,
Treasurers.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21. Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings on or before Saturday, February 14, 1925.—Price \$10.—per day, or \$30.—for the Meeting.

LINSTEAD & DAVIS,
Treasurers.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21. The Stewards request the pleasure of the presence of the Ladies at the Races.

Hongkong, February 2, 1925.

Other Notices appear on page 14

HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of Hongkong Tramways Limited will be closed from Saturday, 14th February to Friday, 27th February 1925 both days inclusive.

By order of the Board,
W. F. SIMMONS,
Secretary.
Hongkong, 4th February 1925.

HONGKONG TRAMWAYS LIMITED.

(Incorporated in Hongkong).

Notice is hereby given that the Ordinary Yearly General Meeting of Hongkong Tramways Limited will be held at the Offices of Messrs. Jardine, Matheson and Company, Limited, on FRIDAY, the 27th day of February, 1925, at 12 o'clock noon, to transact the ordinary business of the Company.

And Notice is hereby also given that an Extraordinary General Meeting of Hongkong Tramways Limited will be held at the offices of Messrs. Jardine, Matheson and Company, Limited, on FRIDAY, the 27th day of February, 1925, at 12.15 o'clock in the afternoon, when the Subjoined Resolutions will be proposed as Ordinary Resolutions:

(1) That the authorised Capital of the Company (which is now \$1,625,000 consisting of 325,000 shares of the nominal value of \$5 each of which the whole have been issued) be increased to \$2,250,000 by the creation of 325,000 additional shares of the nominal value of \$5 each ranking for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.

(2) That it is desirable to capitalise the sum of \$1,625,000 being part of the undivided profits of the Company standing to the credit of Company's Reserve Fund and accordingly for the purpose of effecting such capitalisation in pursuance of Article 128 of the Company's Articles of Association a bonus of \$5 per share on the issued shares of the Company be and the same is hereby declared and that the Directors be and they are hereby authorised to satisfy such bonus by the distribution amongst the persons who are registered as holders of the present issue of shares of the Company on the 27th day of February, 1925, of one of the newly issued shares of the Company credited as fully paid up in respect of every one existing share of the Company held by such persons as aforesaid and that such new ordinary shares rank for dividend and in all other respects pari passu with the shares already issued.

Dated the 10th day of February, 1925.

Russell Street,
W. F. SIMMONS,
Secretary.
Hongkong.

GREEN ISLAND CEMENT CO. LIMITED.

The Thirty Sixth Ordinary Annual Meeting of the Shareholders in the Company will be held at the Offices of the Company, St. George's Building, Chater Road, Hongkong, on Tuesday, March 3, 1925, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Account and Report of the Directors for the year ending December 31, 1925, and declaring a dividend.

The Transfer Books of the Company will be closed from Wednesday, February 18, 1925, until Tuesday, March 3, 1925, both days inclusive.

By order of the Board of Directors,
SHEWAN TOMES & CO.,
General Managers.
Hongkong, February 11, 1925.

NOTICE.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21. The Stewards request the pleasure of the presence of the Ladies at the Races.

Hongkong, February 2, 1925.

NOTICE.

MEMBERS OF THE HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:

A. H. Carroll Harry O. Odell
M. A. Razack S. Poi Shao
J. W. Kew W. J. Carroll
G. Kitchell P. M. Hodgson
Yip Yung Pak F. X. V. Ribeiro
F. M. L. Soares Lau Tak Po
H. E. Edwards A. A. Lopez
J. F. Gross F. X. d'Almada
V. Yvanovich Romeo
A. P. Groves Jack Behar
H. M. H. Esmail G. A. Harriman
Soo Kon Chi Soo Pui Chen

By order of the Committee,
J. W. KEW,
Secretary.

Hongkong, 4th February 1925.

FORTHCOMING AUCTION SALES

CHINA AUCTION ROOMS.

PENINSULA AUCTION ROOM.

PALACE HOTEL ANNEXE

39, Haiphong Road, Kowloon.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, at No. 5 Upper, the Hongkong & Kowloon Wharf & godown Co., Ltd., Kowloon (for account of the concerned)

51 Bales Old Newspaper—more or less damaged by sea-water.

Terms:—Cash on Delivery.

LAMMERT BROS', Auctioneers.

Lammert Bros.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on Monday, the 16th, Feb., 1925, at 11 a.m.

at No. 5 Upper, the Hongkong & Kowloon Wharf & godown Co., Ltd., Kowloon (for account of the concerned)

51 Bales Old Newspaper—more or less damaged by sea-water.

Terms:—Cash on Delivery.

LAMMERT BROS', Auctioneers.

MILNERS' SAFES

HE Undersigned have just received a shipment of safes of various sizes. These may be seen at No. 5 Duddell Street.

LAMMERT BROS', Agents.

By Order of the Mortgagors

PARTICULARS AND CONDITIONS OF SALE

of the Leasehold Properties situated at Kowloon in the Colony of Hongkong, and known as

One Cabinet Gramophone, 1 Chesterfield Couch, 1 Double Iron Bed, 1 Hawaiian Guitar, 2 Leather Cases, Heating Stoves No. 8 and No. 9, and

Blackcoatings, Overcoatings, Face Cloths, Striped Flannels, and Woolen Sweaters.

On View Now.

Terms:—Cash on Delivery.

Peninsular Auction Room,

D. C. BAPTISTA, Auctioneer.

Hongkong, February 12, 1925.

A. B. C. AUCTION ROOMS.

8B, Duddell Street.

Furniture Auctions

EVERY

Tuesday and Friday.

The area is 7791 sq. ft. or thereabouts and the Crown Rent payable is \$31.10.

All the above properties are held for the residue of the term of 75 years from January 22, 1900, created by the two Crown Leases both dated September 22, 1908, with a right of renewal for a further term of 75 years as therein provided.

Any purchaser has the option to borrow from the Vendors at the time of completion any sum not exceeding 75% of his total purchase money upon executing a first mortgage of the lot purchased by him to secure the amount so borrowed with interest at the rate of 8% per 12 lunar months in accordance with the terms stated in clause 6 of the Conditions of Sale.

For further particulars and Conditions of Sale apply to

Solicitors.

Messrs. LO AND LO, or to

Mr. E. V. M. R. DE SOUSA, Auctioneer,

China Building,

Hongkong, February 5, 1925.

on MONDAY, the 23rd, day of February 1925 at 3 o'clock p.m.

at their Sales Room, Duddell Street, Victoria, Hongkong by

Messrs. LAMMERT BROS., The Auctioneers.

Duddell Street.

Hongkong, 3rd, February, 1925.

14th, Feb. 1925.

NOTICE.

NOTICE.

THE BANK OF EAST ASIA,
LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 10 Des Vaux Road Central, at 3 p.m. Saturday, Feb. the 14th, 1925, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1924.

The Transfer Books of the Company will be closed from Saturday, 7th February to Saturday, 14th February, 1925, both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
KAN TONG PO,
Chief Manager.
Hongkong, January 31, 1925.

THE
PATHE-BABY
HOME-CINEMA

A SPLENDID GIFT
PATHE ORIENT;
12, Queen's Road

MASSAGE

Mr. N. AKAJI
Mrs. E. AKAJI
Graduate of Tokyo massage
School
No. 8 Queen's Rd. C. Phone C 4395

NOTICE TO CONSIGNEES

TOYO KISEN KAISHA.
S.S. "TAIYO MARU"
Voy. 19—West.

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& SHANGHAI

The above named Steamer having arrived on Wednesday, 11th. Feb., 1925, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 18th Feb., 1925.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Wednesday, 18th February, 1925, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, 11th Feb., 1925.

NOTICE.

P. & O. S. S. Co.
STEAMER FOR
Straits, Colombo, Australia
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading issued
for Batavia, Persian Gulf, Con-
tinental, American and South
African Ports

THE Steamer "SARDINIA"
Capt. O. SIEGERS, R.N.
carrying His Majesty's Mail
will be despatched from
this port on or about Thursday,
the 19th. Feb., 1925, at noon
taking Passengers & cargo for
the above Ports.

Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed by
this Steamer proceeding to
Bombay and thence transhipped to
the on-carrying Steamer for
Marseilles and London.

Parcels will be received at the
Office until 5 p.m. the day before
Sailing. The contents and value
of all packages must be declared.
For further particulars, apply
to—

MACKINNON, MACKENZIE
& CO.,
Agents.
Hongkong, Feb., 12th. 1925.

C. E. WARREN & CO., LTD.
SANITARY ENGINEERS, etc.

OFFICE & China Building,
SHOW ROOM Queen's Rd., C.
TEL. C. 269. Hongkong.

Sanitary Goods,

Fire Grates,
Cooking Stoves,
Floor & Wall Tiles.

ESTIMATES FREE FOR
HEATING INSTALLA-
TIONS, HOT & COLD
WATER SYSTEMS, etc.

FOR ATTENTION OF MASTERS
OF NORTH-BOUND STEAMERS.

As, during the North-East
Monsoon, there is always a
possibility of North-bound steamers
running short of BUNKER
COAL, this is to inform you that
TATE & CO., AMOY, (a well-
protected port with good anchor-
age) have stocks of GOOD
JAPANESE BUNKER COAL
AT REASONABLE PRICES.

Wireless messages via Hong-
kong or Formosa are re-trans-
mitted by the Great Northern
Telegraph Co. and a wire to
"TATE" or "COALBUNKER"
AMOY, will receive their prompt
attention.

Bentley's Complete—Phrase
Condensed.

NOTICE.

TRUE TONE

is not only pleasant
to hear but is import-
ant to beginners, who
will learn more rapidly
by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

THE
MORRISON
PIANOS

Let us show you at

TSANG FOOK
PIANO CO.

94 n. Wanchai Road.

Telephone No. Central 2127

Bosch
PRISM-
BINOCULARS
AND
FIELD-
GLASSES

for all
purposes

Obtainable only
from leading
stores.

Agents:

MELCHERS & CO.

ANCIENT EARTHWORKS.

Successful Efforts for
Preservation.

Parliament is to be asked to pass a Bill, issued recently, the object of which is to preserve certain ancient earthworks in the parish of Colchester. These were the subject of a preservation order made by the Commissioners of Works last May.

It is not generally realised how many British and Roman remains are at present being destroyed, either through ignorance or carelessness, and how the operation of the Ancient Monuments Act is proving to be of great value in protecting sites of historical or scientific interest.

Recently Cholbury Camp has been seriously mutilated. A causeway made of rubbish, including broken bottles, has been cut through the inner vallum, and barbed wire fences placed in the outer vallum, but this camp has now been scheduled as an ancient monument. In Wales the local Committee of the National Eisteddfod of Wales, which would, it might be expected, take special measures to protect their own antiquities, has filled in part of the ditch of the Great Norman Castle Mound at Mold in order to make a level space for the "Gorsedd Circle."

EFFECT OF NEW ROADS.

The operations, too, of the Ministry of Transport, while encouraging the construction of new roads, has also caused damage to ancient earthworks, notably in Montgomeryshire, where a tumulus has been partially destroyed; in the neighbourhood of Brighton, where the widening of roads has injured many prehistoric burials; and also to a small British settlement at the foot of Crummock Water in Cumberland. Quarrying threatens the continued existence of hill forts at Dinorben, in Denbighshire at Penmaenmawr, in Carnarvonshire, and on Conway Mountain.

On the other hand, much valuable work has been carried out during the past few months in preserving and recording ancient monuments. One of the most interesting of these was the identification of the site of an earthwork in a Surrey suburb by Mr. J. E. Pritch. This was discovered from an unpublished plan made many years ago by a local resident, and although the camp is to-day crossed by two railway lines and almost built over, there have been found there many Neolithic implements. Not far away is the Camp on Stag Field, part of the remains of which were found during the digging of the foundations of the Metropolitan Asylums Board at Garston-on-the-Hill.

On Chobham Common heath fires have disclosed a small earthwork. In Sussex it is hoped to preserve the remains of White Hawk Camp on the racecourse at Brighton. The so-called "Roman" camp at West Runton in Norfolk, has already been bought by public subscription, while Oldbury Camp, in Kent, which was likely to be destroyed by local builders, has now been scheduled as an ancient monument, and the banks and ditches are not to be touched.



SPECIAL WINDOW SHOW OF TRAVELLING REQUISITES

THE WARDROBE TRUNK answers the requirement of the constant traveller and also the one who makes occasional trips. Because of its compactness and ingenious drawer arrangements it has great carrying capacity, and utmost convenience in packing.

AMERICAS FINEST



WARDROBE TRUNKS

This mark always identifies the genuine Wheary Cushioned Top Wardrobe. It is the mark of quality in the trunk field—an unfailing guide to the best standards in wardrobe trunk manufacture.

"WHEARY BURGE"

and also

"BAL" WARDROBE

TRUNKS

Stocked in all sizes.

Price from.....\$95.00

ENGLISH and AMERICAN CABIN TRUNKS

TRAVELLING RUGS

made by the

Jaeger Co. in Pure Wool

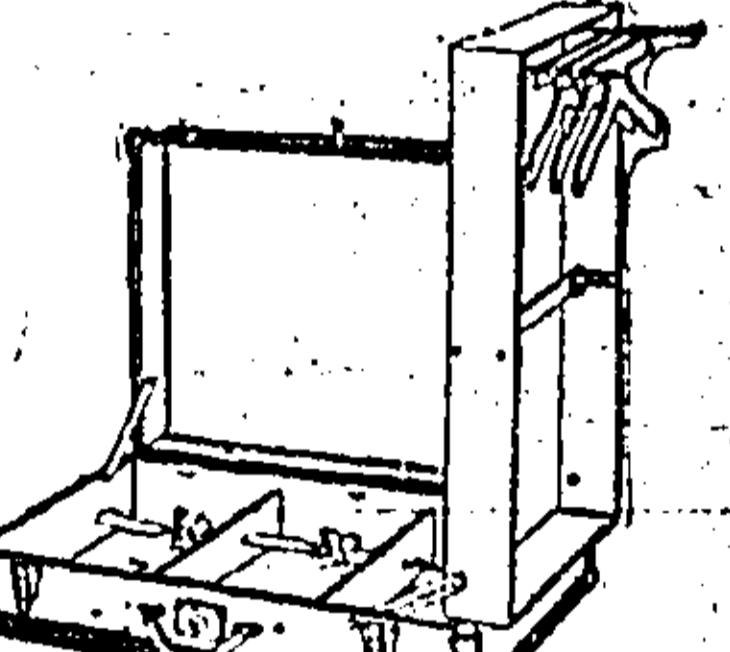
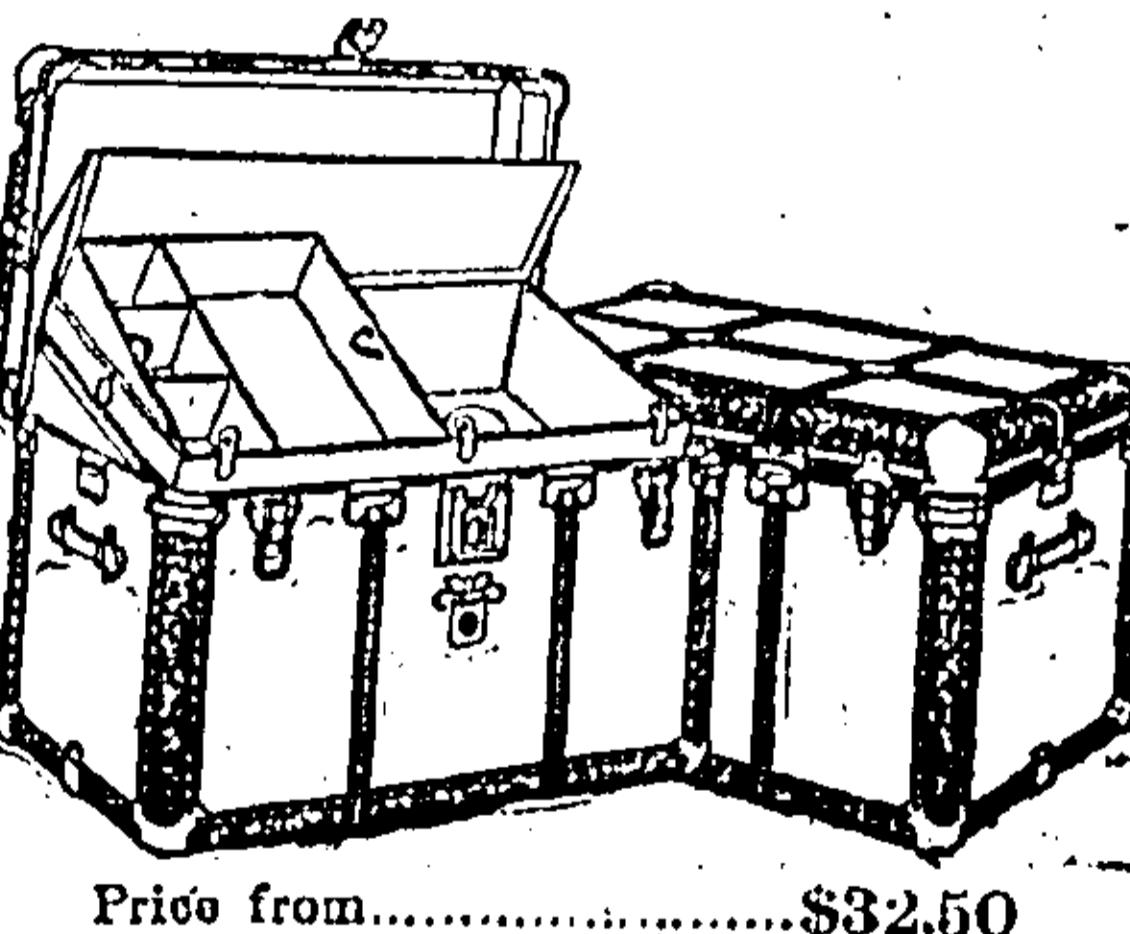
and also

Scotch and Witney.

Rugs in many colourings.

Price range from

\$14.50 to \$75.00



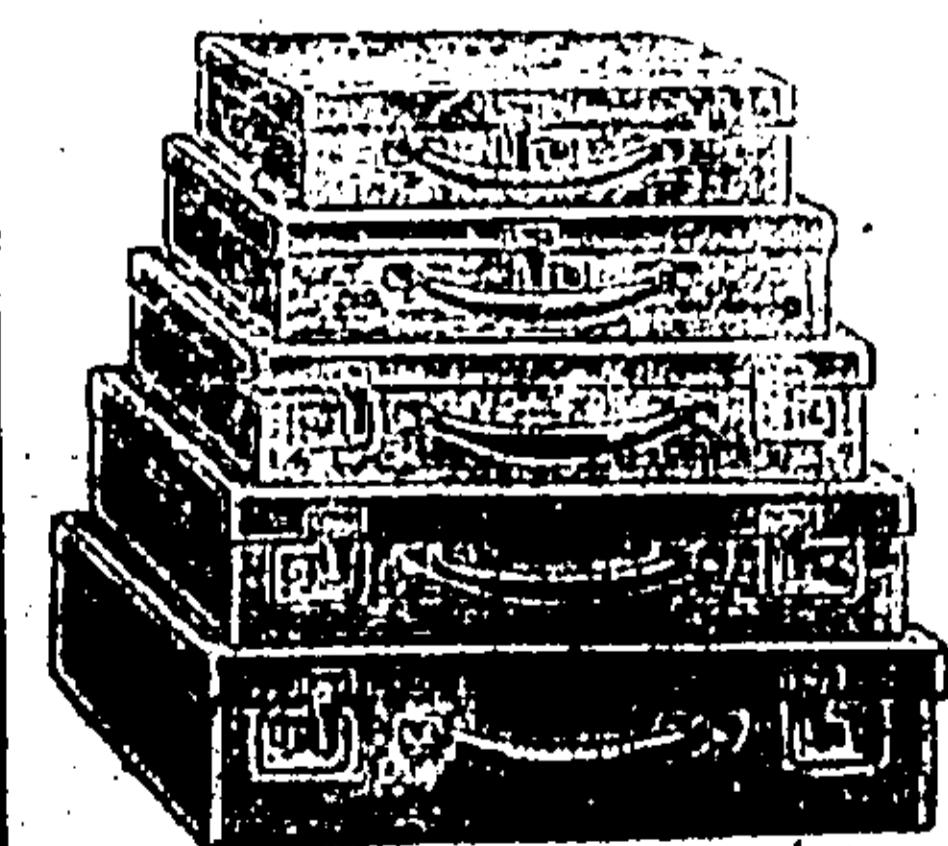
LEATHER, FIBRE and 5 ply VENEER CABIN TRUNKS

and

LADIES' HAT BOXES.

Price from.....\$16.50

SUIT and ATTACHE CASES



WRITING CASES and FOLIOS

KIT BAGS

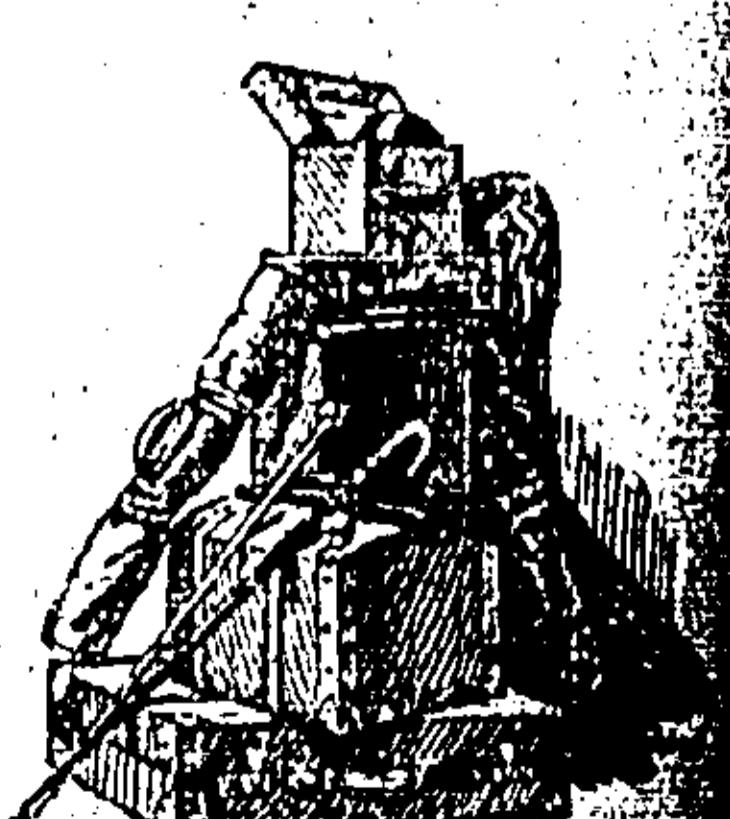
BRIEF BAGS

SOILED LINEN BAGS

HOLDALLS

FITTED CASES

HAIR and CLOTHES BRUSHES



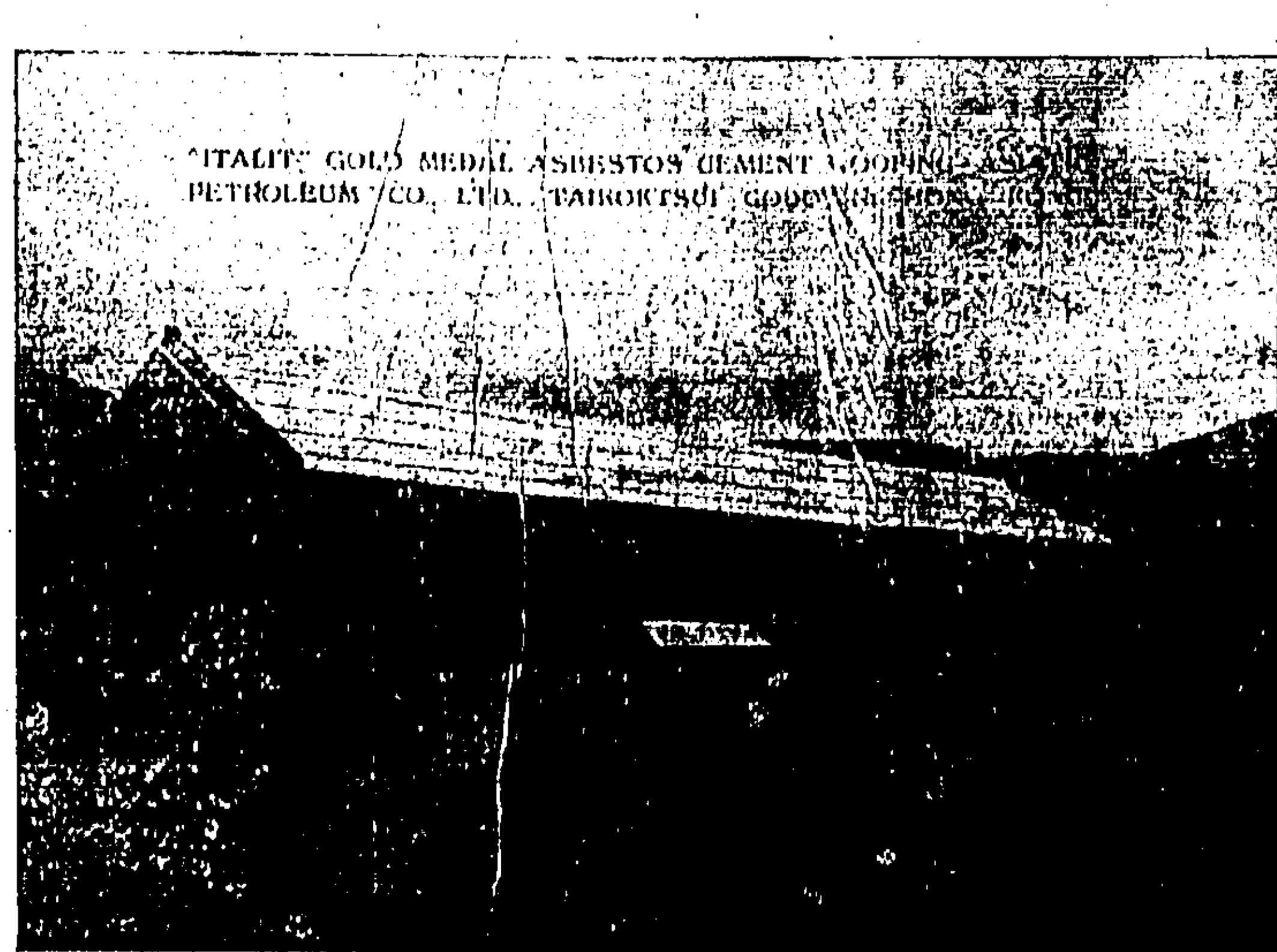
You should see this display at

Wm. POWELL, Ltd

Gentlemen's Department.

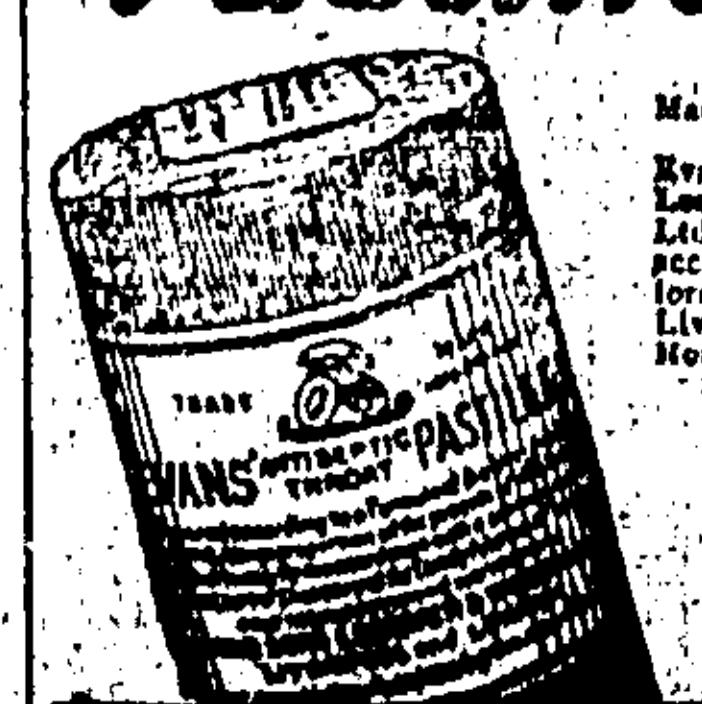
HONGKONG HOTEL BUILDINGS

PEDDER STREET



SHEWAN TOMES & CO.

Telephone C. 781



EVANS'
ANTISEPTIC THROAT
PASTILLES

Made in England
by Evans' Sons & Co.
Ltd., Liverpool,
according to the
original formula
of the Liverpool
Throat Hospital.

Boiled
and
sugar
and
syrup

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 14th. February, 1925.

(Being the Official Organ of the Hongkong Automobile Association).

LOCAL MOTOR NOTES & NEWS

From time to time, motor accidents happening at night raise the oft discussed question "to dim, or not to dim," but apparently the matter has produced such a divergence of opinion that nothing definite has been arrived at. In this supplement appears a report of an accident in Scotland in which two people lost their lives as a direct result (it being claimed) of dimming. An accident was reported from Kowloon last week when it was alleged that the driver ran into a lamp standard through being temporarily dazzled by the glare of approaching motor bus lights. Thus can two instances be given of accidents occurring from opposite causes related to dimming.

From personal observation we should say that modified dimming is essential in the interest of pedestrian traffic. It is not uncommon to see the intensely bright gleams of approaching headlights suddenly giving way to inky gloom as two cars pass each other. The plight of a pedestrian at such a point, especially if the road happens to be badly lighted, is precarious in the extreme, while the driver's vision is temporarily interrupted by oblivion. It was just such a case as this which caused the confusion which cost two lives in the accident we have referred to above.

There would appear to be some justification for the assertion that dimming is dangerous when sufficient alternative lighting is not provided. It can be assumed that a driver's attention is attracted by the act of another driver dimming, and that in consequence, he has to again pick up his own line of sight which is a difficult matter when his eyes are for a few seconds handicapped by the sudden contrast brought about by the absence of the guiding rays of his headlights.

It is interesting to recall that on the grounds of "Safety First," the R.A.C. last year strongly advocated the abolition of the practice of dimming.

There is one point regarding dimming which should never be overlooked, and that is to shew consideration to traffic police on point duty. When a man is busy directing traffic he doesn't want to be nearly blinded every few minutes by the strong headlights of cars, yet we have seen quite a number of cars passing a man on point duty without any dimming having been carried out. If there are to be any hard and fast rules regarding dimming, then surely one of them ought to be that lights must be dimmed when passing a control point.

WINTER MOTORING.

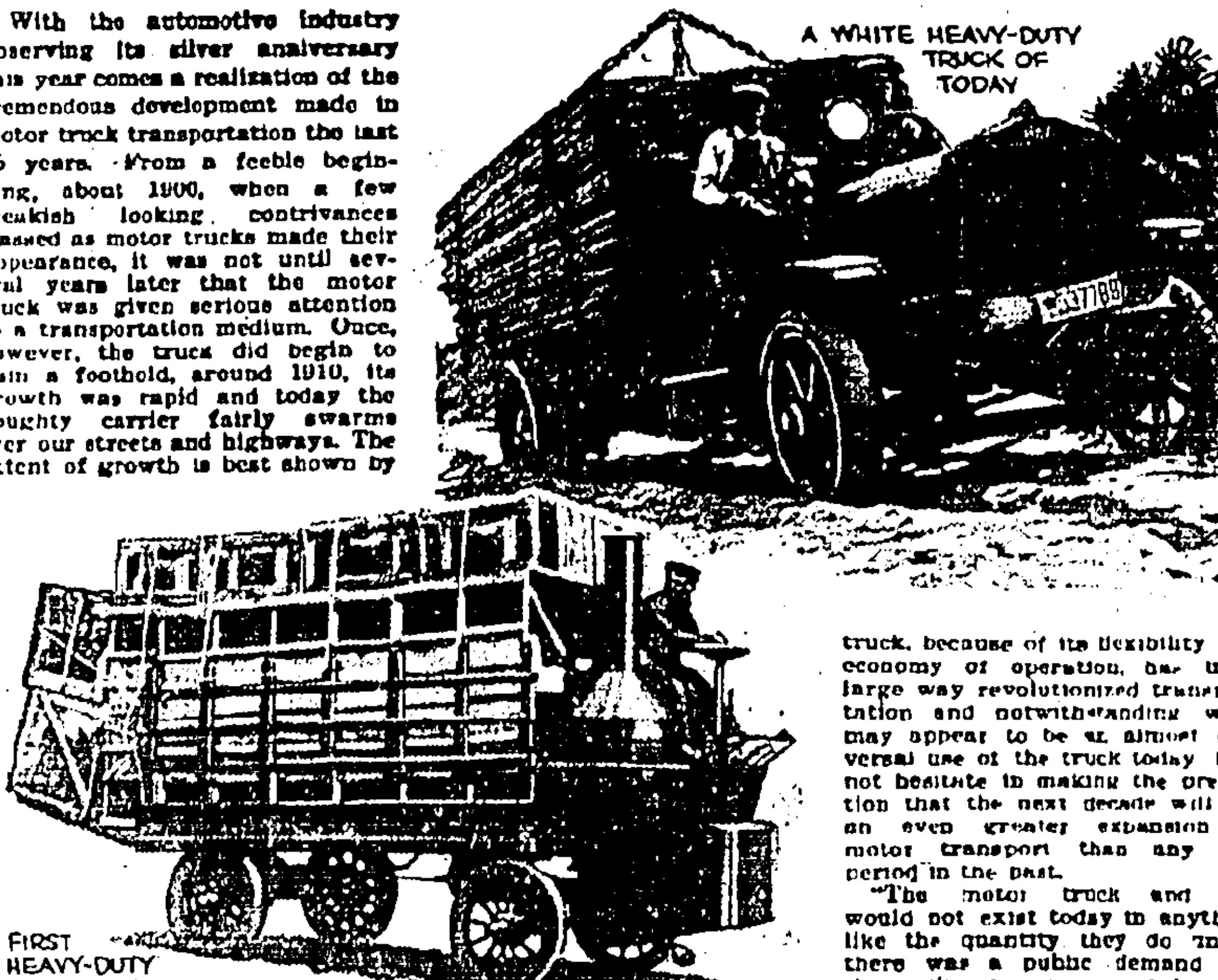
MORE POPULAR AT HOME.

In previous years there has always been a distinct dearth in the use of private motor vehicles in the British Isles during the winter months. The Automobile Association report that few motorists have given up the use of their vehicles during the present winter. During the month of December more than 2,000 motorists became members of the Automobile Association, which now has a total membership exceeding 220,000.

THE IMPORTANCE OF THE MOTOR TRUCK.

What Twenty-Five Years Have Achieved.

With the automotive industry observing its silver anniversary this year comes a realization of the tremendous development made in motor truck transportation the last 25 years. From a feeble beginning, about 1900, when a few freakish looking contrivances classed as motor trucks made their appearance, it was not until several years later that the motor truck was given serious attention as a transportation medium. Once, however, the truck did begin to gain a foothold, around 1910, its growth was rapid and today the doughty carrier fairly swarms over our streets and highways. The extent of growth is best shown by



FIRST
HEAVY-DUTY
WHITE TRUCK

truck production figures: Fifteen years ago, or up until 1910, less than 25,000 Motor trucks had been manufactured by the entire industry. Over 2,350,000 trucks have been made since then. Present production is approximately 375,000 motor trucks a year.

Walter G. White, president of the year," says Mr. White, "the year,"

truck, because of its flexibility and economy of operation, has to a large way revolutionized transportation and notwithstanding what may appear to be an almost universal use of the truck today I do not hesitate in making the prediction that the next decade will see an even greater extension of motor transport than any like period in the past.

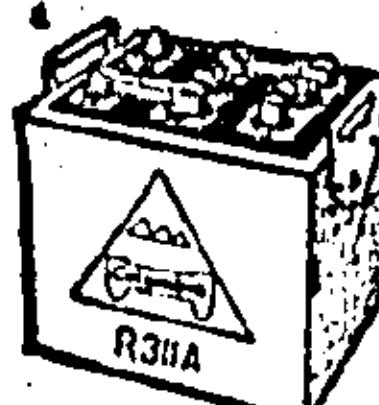
The motor truck and bus would not exist today in anything like the quantity they do unless there was a public demand for them. Significant present-day developments are tending unmistakably toward better co-ordination between motor transportation and the steam and electric railways. Both steam and electric roads have become extensive users of motor equipment and indications are they will greatly extend their truck and bus operations during the next

YOUR next battery should be a COLUMBIA!

Columbia Storage Batteries

STARTING, LIGHTING, IGNITION

"famous for
the service
they render"



We sell batteries.
We recharge batteries.
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We renew battery platos.
We renew battery bridges.
We renew battery terminals.
We renew battery separators.
We renew battery containers.
We open up batteries for inspection.
We loan you a battery while repairing yours.
We furnish a most complete motor car battery service.
We have a large stock of spares parts for Columbia
Batteries.

We give free battery inspection service at our Wong
Nel Chung Road (Happy Valley) Service Station
This includes:-

- (1) Filling with distilled water.
- (2) Hydrometer and volt meter reading.
- (3) Cleaning and greasing the terminals.
- (4) Cleaning and wiping off top of battery
with ammonia or soda solution.

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The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

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SHELL
for reliability
and reserve
power

EVEN with a faultless
ignition, the modern
high-compression engine
pinks — on acceleration —
when driven by an inferior
spirit.

Shell Motor Spirit

owing to its high percentage
of aromatic hydrocarbons
eliminates that slight knocking
sound termed "pinking."

EXPENSIVE COLLISION.

\$2,000 FOR OWNER OF DAMAGED CAR.

The Chinese owner of a motor-car which was severely damaged in a collision with a motor bus recovered 2,275 dollars damages in Mr. Justice Barrett-Lennard's Court at Singapore last week the case coming before the judge for assessment of damages. Counsel for the plaintiff handed in bills and affidavits in support of his claim, in the course of which it was stated that the car, which had been purchased for 6,000 dollars, had depreciated to the extent of 1,800 or 2,000 dollars in consequence of the

accident. Repairs cost 475 dollars and a claim was also made for 240 in respect of the period in which the owner of the car was deprived of the use of it.

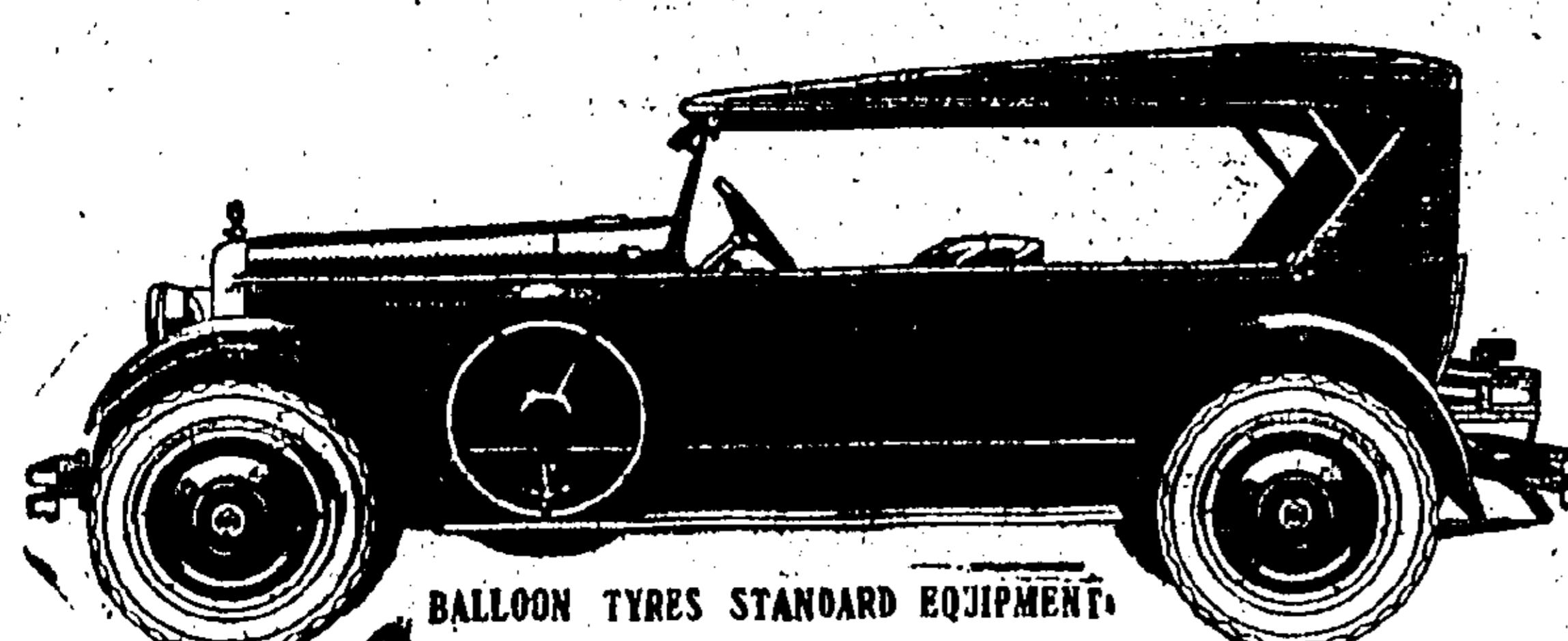
His lordship made an order for the payment of the amount due for repairs, and allowed 1,700 dollars on account of depreciation and 100 dollars in respect of the period in which the plaintiff was deprived of the use of his car.

REMOVE AIR.

If a quill is inserted in a puncture, all the air can be removed more quickly, and the vulcanized car can be speeded up.

WATCH CRANKCASE.

See that trough in the crankcase is filled with oil before being attached, otherwise the bearings will burn out before the oil pump can send a supply of lubricant to the trough.



BALLOON TYRES STANDARD EQUIPMENT



An Extraordinary Car

PAIGE motor cars are built for people who require a motor car that is different from the ordinary.

For people who require the long symmetrical lines in their motor car which are the embodiment of grace—look at the Paige and compare its beauty.

For people who require comfort in motoring—the Paige wheelbase of 131 inches makes any road, no matter how hilly or rough, seem like a smooth level highway.

For people who require a motor car with a powerful engine—the Paige has an engine that leaves all competitors behind, as has been demonstrated in hundreds of speed contests.

For people who require a staunch and rugged motor car that will last for years—the Paige chassis is built of "I" beam steel to withstand every demand from the engine and roadbed.

In short, the Paige has been built for motor buyers who require a car made by reputable builders with years of experience behind them—the Paige Motor Car Company has been building fine motor cars for 13 years, each year adding new laurels. A firm of great financial strength back of every car.

PAIGE SPECIFICATIONS:

Engine—6 cylinder—3½ x 5; high pressure oiling to main and connecting rods; bevels, silent front end timing chain, aluminium crankcase; 131-inch wheelbase; Paige-Timken axles; 6½-inch frame; springs of special high carbon steel, 40 inches in front; 61½ inches in rear; shockers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare cord tyre, tube and protector; bumpers, front and rear; nickelodle radiator and motormotor; automatic windscreen wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

PAIGE

SOUND VALUE

Sound products evolve from sound principles.

Dodge Brothers Motor Car is the product of an institution whose principles have always been conceded to be pre-eminently sound.

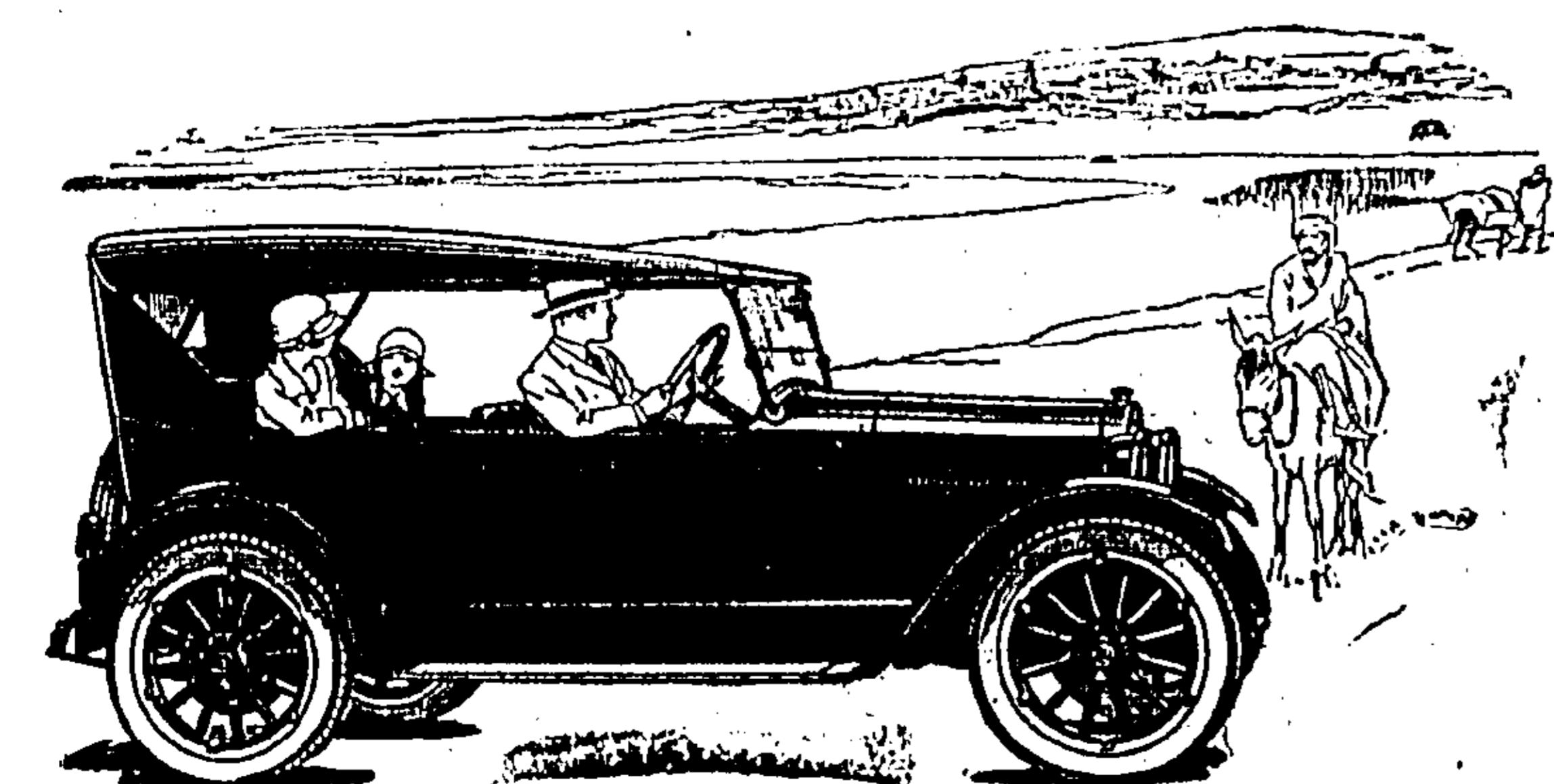
Sound manufacturing methods that place infinitely more importance on quality than quantity—

Sound financial standing, which permits uninterrupted development and adherence to the policy of constant improvement—

A sound method of selecting dealers, from which an organization has grown that enjoys the complete confidence of the public—

A sound sales and service policy, through which buyers are assured full value for their investment

These basic principles being sound, it follows as an obvious consequence that Dodge Brothers Motor Car represents sound value.



The Dragon Motor Car Co., Ltd.

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CARS THAT YELL FOR HELP.

(BY BASSETT DIGBY F.R.G.S.)

The Americans continue to devise more new kinds of motor-car—freaks and otherwise—than the rest of the nations put together.

One of the most interesting that has been evolved recently is the new type of post office van which is to be used in every town, where heavy transfers of banking funds are frequently made. Hold-ups by desperate armed criminals are so common, despite the arms which are carried by the driver and guards, that the new P. O. motors are actually armoured cars, with steel-protected wind-shields and bullet-proof bodies. Bullet-proof steel shutters, slotted or rifle fire by the defenders, line the sides and can be slammed to smoothly, on their ball-bearings in a trice.

They are equipped with an automatic siren that yells for help the moment the driver, realising that he is being ambushed, switches it on. And it continues to yell for an hour, even if driver and guards be shot dead, thus arousing all the police and announcing its whereabouts.

When the United States went dry, Herr August A. Busch, the German-American "Beer King" of St. Louis, still managed to save a few millions from the disaster. A trifling fragment of this hoard he has recently spent on a typically Toutonic "luxury car" for transporting his race-horses from meet to meet. It looks more like a pier pavilion on wheels than anything else, with large panel picture of a stele-chaser on a white horse, taking a fence, let into the side—to advertise the contents. Under the car is a large tank of drinking-water for the horses. The sides of the two horse-boxes are lined with canvas-covered rubber airpads, lest the steeds lurch against them going round a corner, and get a bruise.

An idea we really ought to adopt is the motor-cyclist and side-car fire engine for villages and rural districts, that otherwise are left entirely at the mercy of the flames. It carries a 2 cylinder gasoline suction pump and four 500ft. lengths of hose, through all of which, simultaneously, a 60ft. jet can be sprayed on a fire. In some respects a "baby fire-engine" like this is superior to a full-size one. It travels at a higher speed, it can travel along a pathway or a narrow bridle-path short-cut across the fields, and if only a small pond or cistern is available, its less thirsty demands on the water supply keep it spraying on strategic points long after a full-size fire-engine's hose would have sucked the pond dry.

A monster hauling tractor, so enormous that it would give you quite a scare if you suddenly came on it unawares, is passing its toots with flying colours in the timber forests of Oregon. The wheels alone are twice the height of a man, and an ordinary 4-seater car can run right under it from front to back. Its function is to save time and wages by superseding the present way of moving felled tree-trunks, which is to sling them beneath a bar between two high wheels, and drag them off very slowly, and with numerous horses, to a chute or shipway by way of which eventually they reach the sawmill. At the tree of the northwestern forests are frequently of enormous size, this Goliath-like car has to be trained accordingly.

LOOSE STEERING, GEAR.

Do not neglect your steering gear. If it is worn the wear on your front tyres as a result will very soon amount to more than the cost of having the gear repaired. Also if the gear is loose, it is difficult to place the car accurately, and there is danger of losing control.

BUSES REPLACE TRAINS.

Motor busses have been adopted by two steam railroads in the last few weeks.

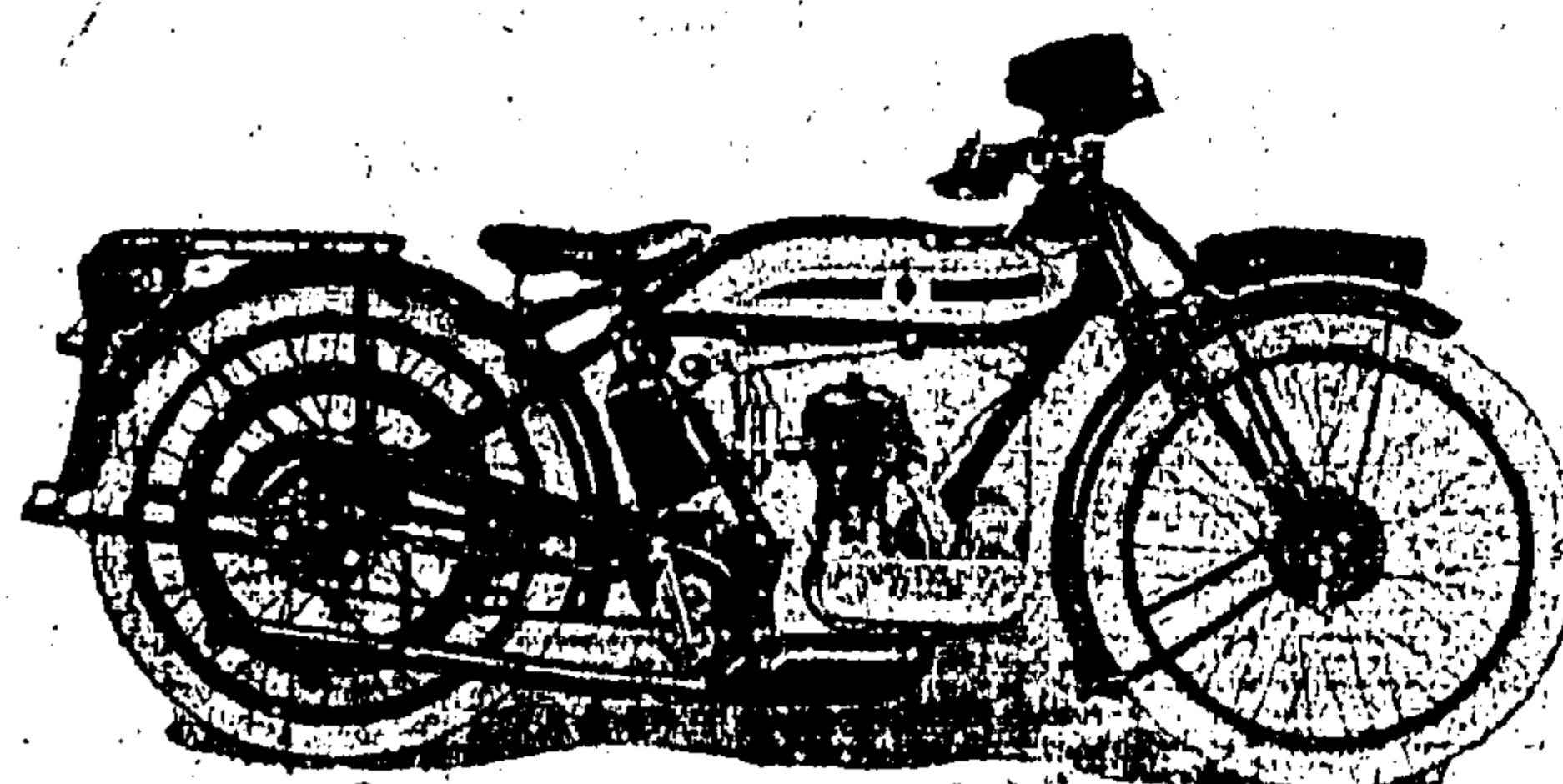
What is believed to be the first railroad bus service is that of the Spokane, Portland and Seattle Railway, between Portland, St. Helens and Rainier, a distance of 50 miles.

The second installation is that of the Boston & Maine Railroad on the Ashburnham South Ashburnham line. This three-mile run was considered unprofitable for steam operation, so the busses have been installed instead.

Now the same road is contemplating extending this service to other towns and replacing its branch steam lines with busses.

TRIUMPH

MOTOR CYCLES



Fine engineering has made the name of TRIUMPH famous wherever cycling is possible.

The Triumph Model P is one of the latest and the last word in Cycles. Something new and still triumph quality remains as known the world over.

Model P. £42. 17. 6 without Lighting Set.

Model P. £50. 12. 6 electrically equipped.

Freight extra.

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VALVE-IN-HEAD

BUICK

MOTOR CARS

So safely and satisfactorily have BUICK Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

When better Automobiles are built Buick will build them

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

In planning your PICNICS or joy rides, don't forget K. 226.

our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS

FOR HIRE



STORAGE

Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk

YOUR GLOVE BOX.

When you buy kid gloves always have them a little large for your hands. This is especially important in the case of cheap gloves which are very liable to split. A tight glove never looks well, and wears badly. Washable gloves should be at least a size too large since there is shrinkage in washing.

Inspect the buttons on a new pair of gloves; you will generally find that they need an extra stitch or so to make them firm. It is an annoying habit with new gloves for a button to pull off the first time you attempt to fasten them.

Shake a little talcum powder into your kid and suede gloves before putting them on, work each finger on gently, and then, finally, slip the thumb in. Be careful to get the seams of the thumb straight the first time you wear a glove, or they will always slip on twisted.

When removing gloves, draw them slowly over the backs of the hands and so inside-out. Pull each finger out straight and press them flat before putting away.

Keep your gloves in a roomy box with a sweet-scented sachet, not crumpled up in the dressing-table drawer. A glove stretcher and a glove buttonhook should be found in every glove box and used with new, cleaned and washed gloves when they are fresh put on.

Chamois and washable doeskin gloves should be cleaned in warm soapsuds, the dirt being gently worked out. Don't rinse them in fresh water; they are better squeezed free of the lather and laid out to dry at once. Work them on to the hands while they are still slightly damp; they will stretch that way so much easier and dry soft and pliable.

Don't wear white gloves which have been cleaned out in the rain; the cleaning process causes every spot of wet to show up like a dark mark, and to dry like that. Kid and suede gloves worn on hands clammy with heat are quickly ruined.

The neatest method of mending a torn glove is to place a little patch of similar kid, suede or doeskin, &c., from an old glove, under the hole and sew the edges down on to it, having trimmed them carefully.

THIS WEEK'S RECIPE.

APPLE SNOW.

Four large apples, 1/4 cup sugar, 2 eggs (whites)

Bake apples and scrape pulp from skin and core. Add sugar. Beat egg whites, until stiff and dry, on a platter, using wire whisk. Slowly beat in the sweetened apple pulp. Beat until stiff. Chill and serve with boiled custard made with yolk of eggs.

This is a simple, nourishing dessert that is suitable for any member of the family or guest.

AN ENGLISH SOCIETY BEAUTY.



Elsie Lawson is shown above in three Parisian creations. At the left is a long tunic frock of white crepe embroidered in gold-blue. The centre photograph shows a white Kasha coat trimmed in wolfish, while at the right is a foulard crepe with tiers of fringe.

DANCE FROCKS AND SHOES.

The dance frocks of the season are simple and short. Though full godet skirts of crepe georgette and long bodices are most in favour, there is a new straight design made of a square of georgette embroidered all round; it is a change from beaded frocks and fastened over at one side.

These embroidered squares are made in now deep powder blue, which is becoming to dark women, and in orange, pink, and mauve, colours which are coming in again.

But whatever has been the colour note during the past few months, gold has been the metal note and appears likely to remain so.

Evening shoes are changing in several ways. Heels are getting steadily higher and the newest are two inches high, which is likely to be the standard height in the coming months. Low heels are now only worn in the evening by very young girls.

All dance shoes for smart wear show the vamp a little shorter in front as it makes the foot look smaller. This is necessary as there is now more demand for shoes of sizes 5 1/2 to 6 than for the 4 and 4 1/2 of some years ago.

Good shoes are so well cut nowadays that there is no need to endure acute discomfort by wearing a shoe that is short and tight.

Old gold is the smartest shade and is more usual than bright gold, but there are many uses of gold for the evening this year. There is a peach tissue woven with silver and gold and with an applique binding of gold kid. Another shoe is in copper bullion and made with a single strap. A number of evening shoes are still made with one strap though the Court shoe is supposed to be the most fashionable. It has to be perfectly cut, and not every foot can stand its severe line, which is generally untrimmed. There are a good many multi-coloured tinsel brocaded shoes, but they do not look so neat as the gold shoes. There are flexible beaded buckles on comfortable brocade shoes made with garters. A novelty is the flexible jewelled trimming, like a parure of tiny stones which can be put to outline the vamp on almost any untrimmed shoe. Jewelled heels are worn with black satin shoes, the paste discretely not covering the heel.

For afternoon dances brown satin shoes are the most frequent, but a new Court shoe of grey suede with silver markings is attractive, and other novelties include an oyster patent shoe and a phosphorescent patent. For out-of-door walks the best of brown.

TO-DAY'S BEAUTY NOTE.

Never use liquid powder on the face. If you use it on your neck and arms with evening dress, be sparing, and rub it well in with one hand till it is perfectly smooth, then powder carefully over it. Wipe every trace off the palms of your hands and inside of your left arm, or else beware of the wrath of your dancing partner!

A SHORT COAT.



Coats for spring are to be shorter evidently, judging from this charming advance model. It is of white chintz with a painted border in conventional design, as well as bands of soft white fox. It is lined with scarlet crepe de chine.

men in lizard skin and glace kid are worn most. There is not so much suede as last year, and though two leathers are used together a good deal, it is felt that the newest shoes for out-of-door walks the least

USES OF METHYLATED SPIRIT.

Methylated spirit serves many useful purposes in the home, but great care needs to be taken with it. Large quantities of it should not be stored, and what is in stock should be distinctly marked and stored away from fires and lights.

Methylated spirit gives a high polish to glass unobtainable by any other means. It should be sprinkled on a soft clean duster. Folk who have dressing tables, trays, &c., covered with plate-glass will find that the spirit, used regularly, will prevent the smeared, scratched appearance that so often arises.

Methylated spirit will also remove stains from brown shoes, though its application should not be made a habit or the leather will undoubtedly suffer.

For sterilising it is splendid, and bowls or other utensils needed for dressing a wounded or a similar purpose should be prepared by pouring in a little spirit, setting alight, and letting burn out.

BEAUTIFUL CLOAKS.

The straight, slim line predominates in all the most fashionable evening cloaks, but materials are so magnificent and linings gorgeous that no matter how severely plain the coat may be the effect is always luxurious and extravagant-looking.

One noticeable point is that, when fur collars are used, they are kept comparatively small, and look far more chic than the heavy trimming of last season. Indeed, the restrained use of fur on evening cloaks is a feature of the newest designs.

White ermine collared and cuffed with white fox is a favourite type of fur cloak for evening wear. White velvet lined with white marmot is another unusual combination, while one of the most lovely cape models is made of cerise velvet, with a gathered yoke and a lining of marmot dyed to match.

Capes of pale blue velvet lined with silver tissue and collared with chinchilla are being shown in Paris; also some fragile-looking restaurant cloaks fashioned of dyed metallic lace and gold tissue.

A cloak of turquoise-blue flannel, collared and cuffed in white, and trimmed with white stitching, is a combination attractively with a

OF INTEREST.

Gold embroidery is one type of trimming that has been banned this year and is used in narrow bands or very close designs.

Shoulder pins, studded with jewels, are worn in place of the shoulder corsage by some discriminating women.

Pumps with merely one broad strap or just plain opera pumps are the most stylish models in footwear for the street.

Hats of black hatters plush with tiny brims turned up on one side are trimmed with gold galloon or brilliant studded ornaments.

An unusual hat modelled after the popular Tyrolean cap has a very high crown pinched in four grooves, with small feathers perched on the very top.

Coloured slips are worn under some of the newest lingerie frocks.

Gold embroidery is seen not only on satins and chiffons but on wool frocks, and even on lingerie gowns.

Long strands of pearls are very fashionable, particularly those with sections of brilliants or emeralds at regular intervals.

Small face veils are being revived; many of combinations of square mesh and coloured dots.

An interesting vanity case is a circular box of highly polished black wood with a clasp of brilliants and a long black silk tassel.

New sweaters for sport wear come in brilliant shades of orange, green and blue and have high close collars that roll over.

Collars and cuffs of organdie embroidered with or bordered with gold are very much the vogue now.

Punched leather and applique designs cut from leather are favourite methods of trimming.

With jersey or kasha frocks it is very smart to wear a scarf twice about the throat, tied with a knot that ends in the back.

The Parisian are now wearing little gold butterflies on their black velvet hats.

FROM A FASHION NOTE-BOOK.

Lace gowns must have shoes which match of gold or silver. These are of the Court shoe persuasion, with very high heels.

For daytime wear the one-strap shoes have quite vanished, and in their place are pumps trimmed with contrasting leather.

A pretty coffee set, triangular in shape, even to the tray, and made of dull orange-coloured china, was bordered with a thin line of black, and had a quaint raised initial also black.

Crystal buttons, tinted a most delicate shade of rose, are being used to trim some of the latest frocks.

The craving for simplicity has brought about tailored evening cloaks, one of the most bizarre being of black velvet, lined with vivid red and green Scotch plaid.

AN INTERNATIONAL BEAUTY.



A PAGE FOR THE KIDDIES.

SALESMAN SAM



Any Judge Would Exonerate Sam



By SWAN

Bronchitis

can be overcome by
Scott's Emulsion.
Renewed strength,
health and vitality
are yours, in
every spoonful of
genuine.



Scott's Emulsion

It brings health to all.

BOOM'N POP



Amy Is Some Persuader

By Taylor

FUNNY STORIES.

A SMALL WORLD.

The professor was illustrating to his class the remarkable smallness of the world. "Gentlemen," he said, "let me tell you of my own experience. While in Paris last summer I met a man from my own home town. I met him again in Venice, still again in Alexandria, and this year, while visiting the Yellowstone, I encountered him for a fourth time."

A disgusted voice broke in: "Aw, why didn't you pay him what you owed him in the first place?"—*Stanford Chaparral*.

HOMeward BOUND.

Two gents-about-town were favoring back to the city after a round of the road-houses.

Suddenly the man at the wheel muttered: "Guess better stop; can't see anything."

"That's all right," consoled his friend. "Neither can I!"—*Buffalo Express*.

THE SOLUTION.

Tommie, aged four, was very anxious to whistle. He had tried and tried, but all in vain. While he was out walking one day with his mother, a coloured boy passed them whistling, and Tommie cried excitedly: "Mama, buy me that mouth!"—*Charleston News Courier*.

CLEVERLY DUMB.

"You couldn't let me have five dollars 'till next week, could you?"

"No, and I can't promise to do it then."—*Boston Transcript*.

HE KNEW.

Wife—Guess what I have come to ask you for?

Husband—Money!

Wife—Oh what a dear, clever husband you are!

ALMOST A MISTAKE.

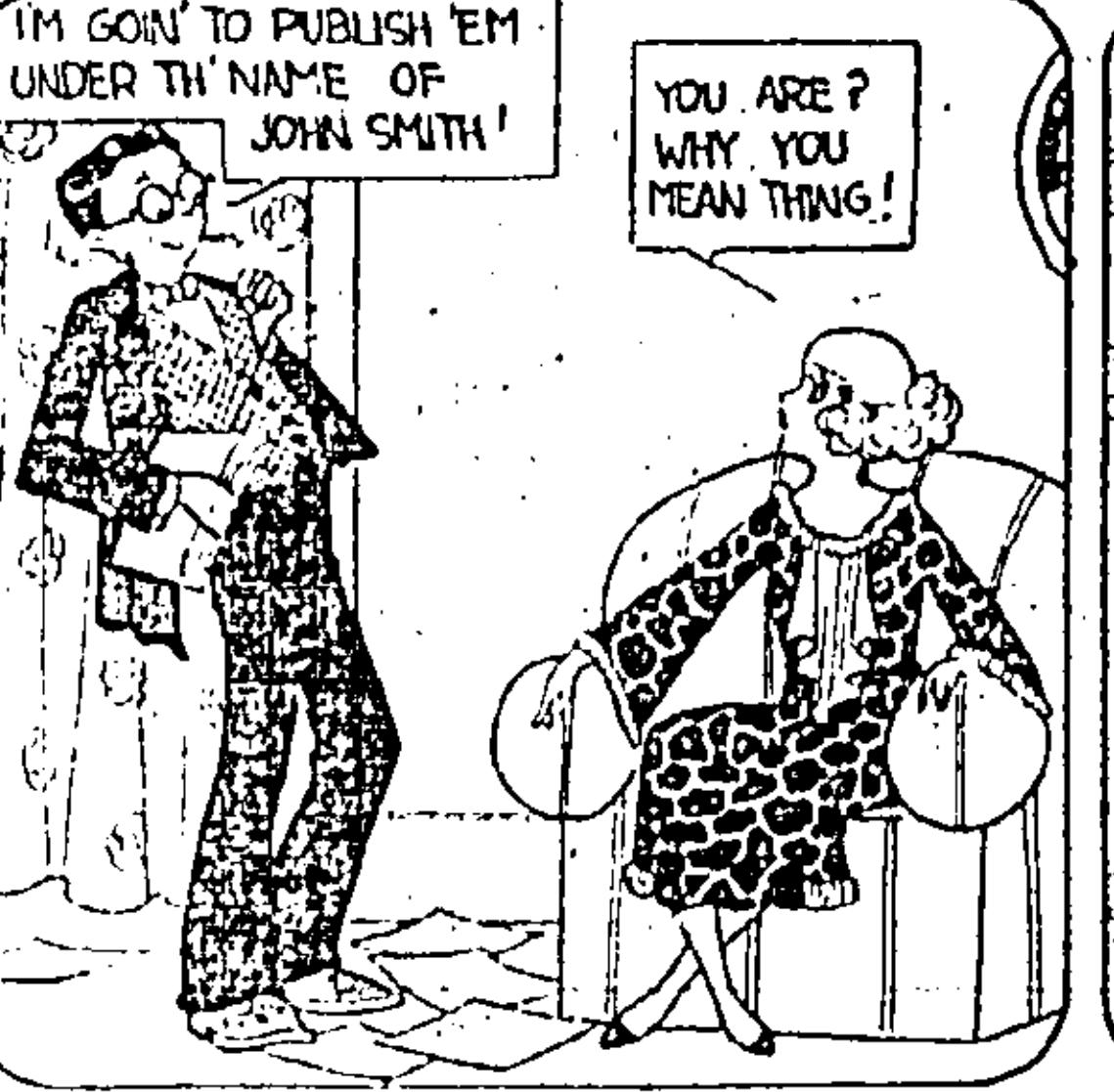
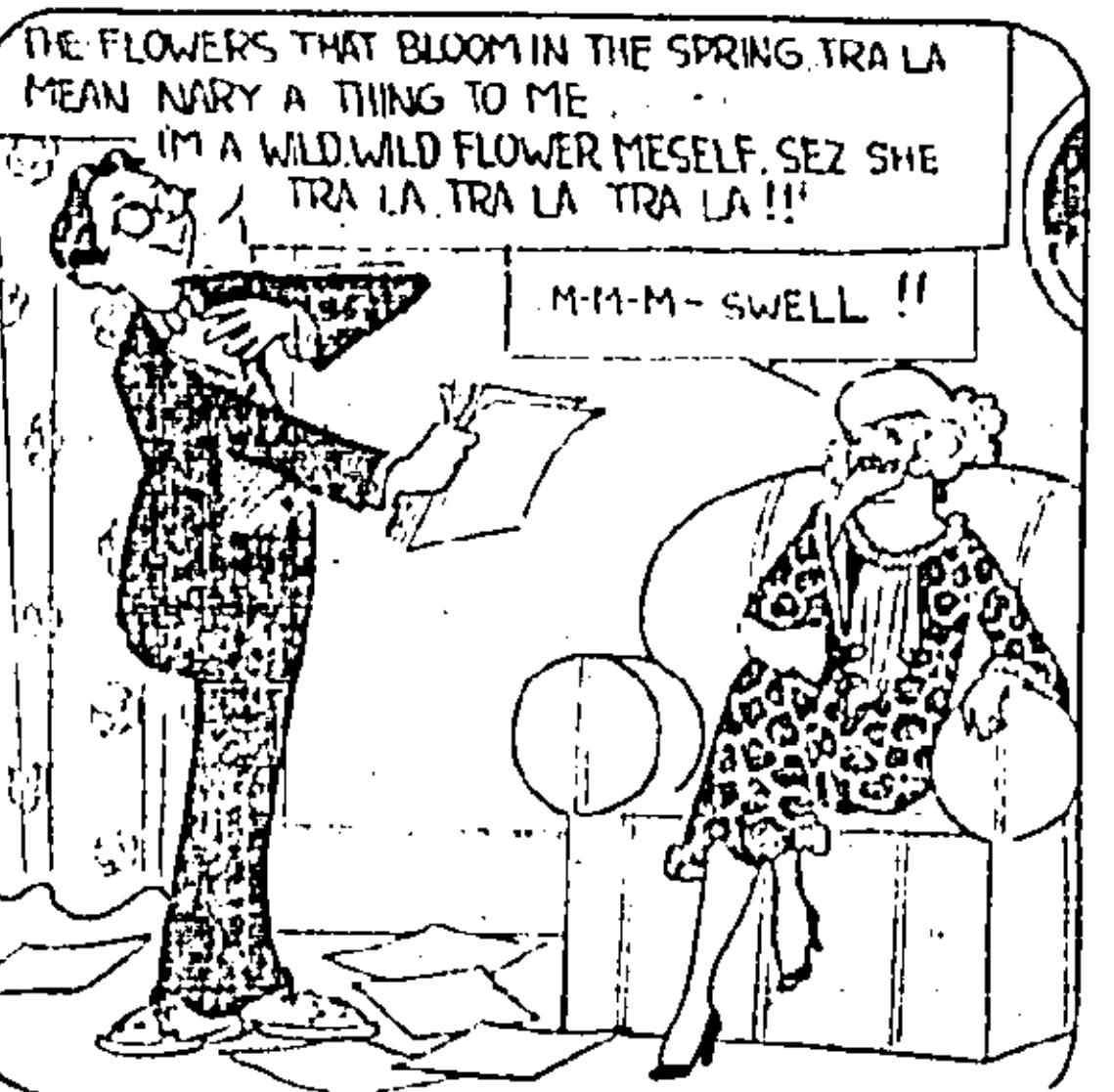
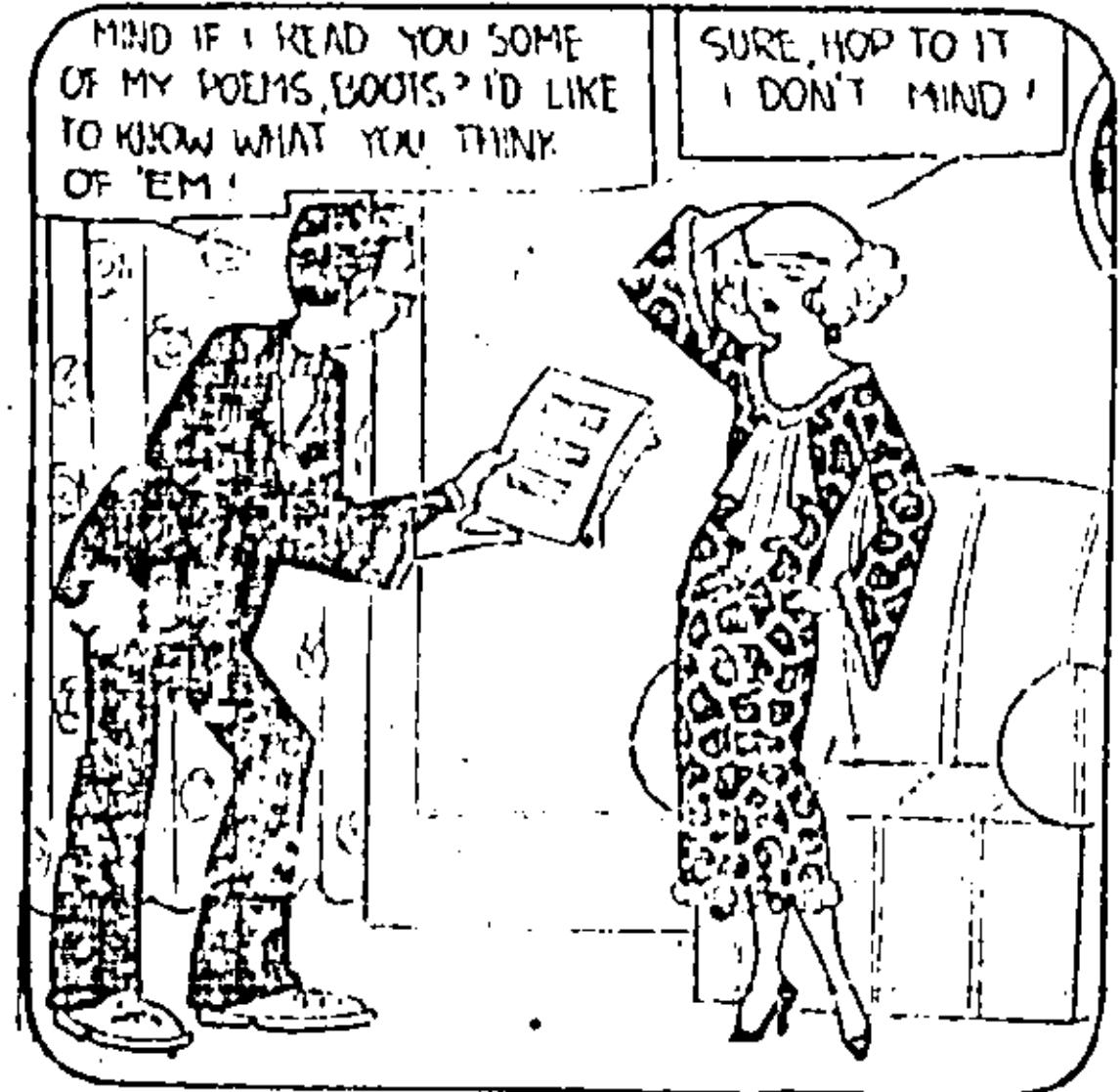
"Is that a particular friend of yours? Will you ask him to join us, then?"

"Oh, this is so sudden! He's the new minister."—*Georgia Yellow Jacket*.

BOOTS AND HER BUDDIES

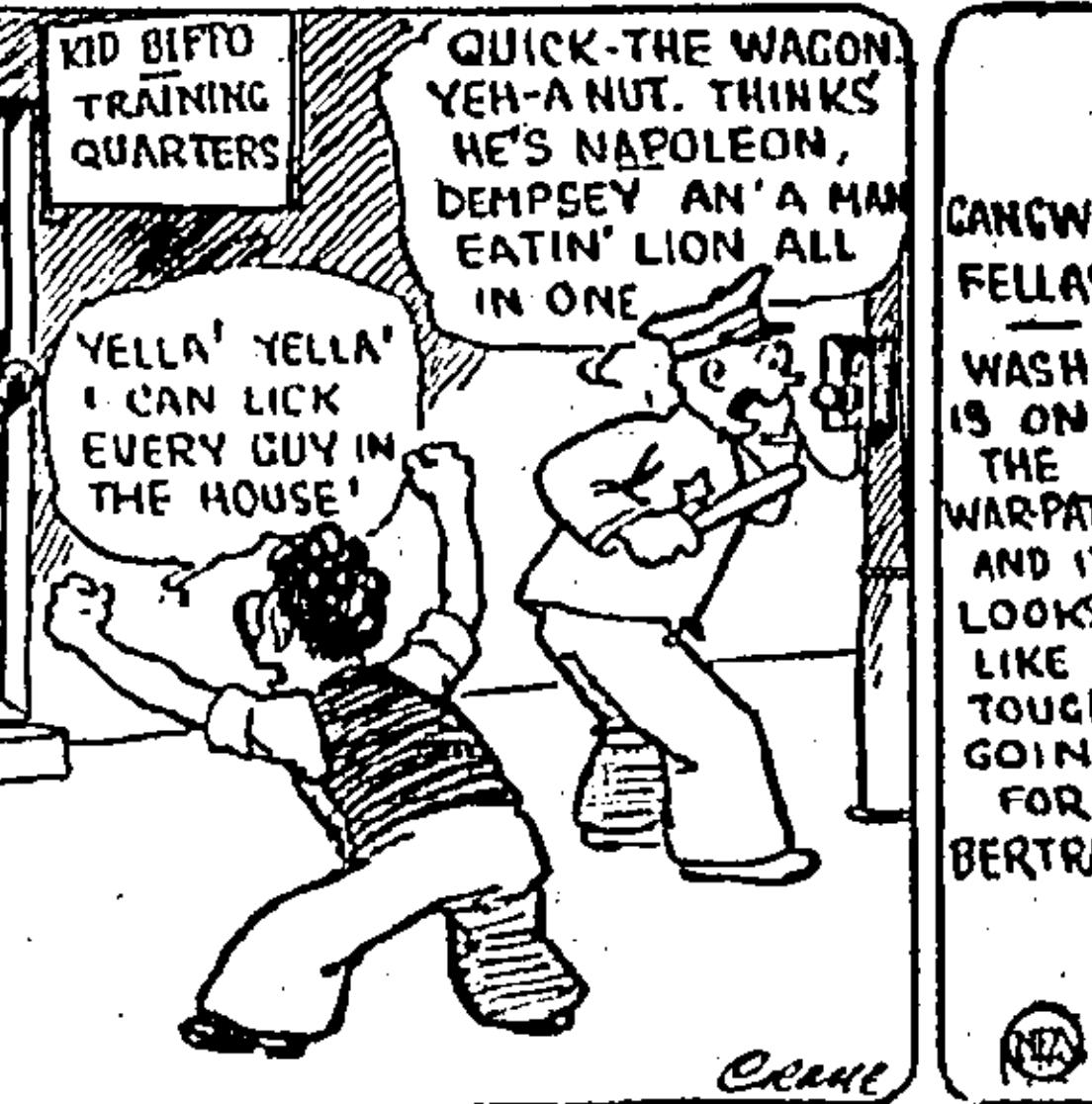
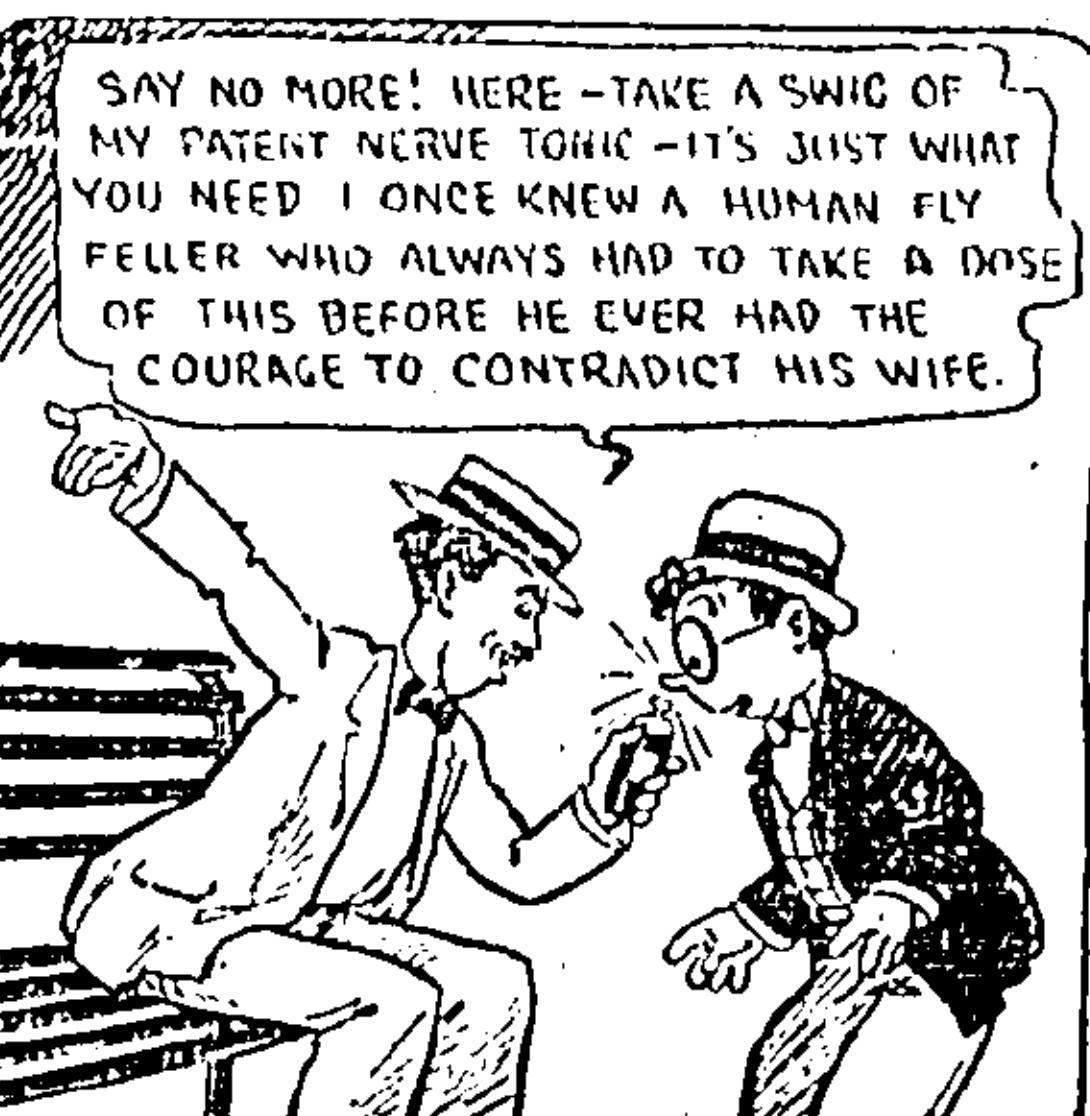
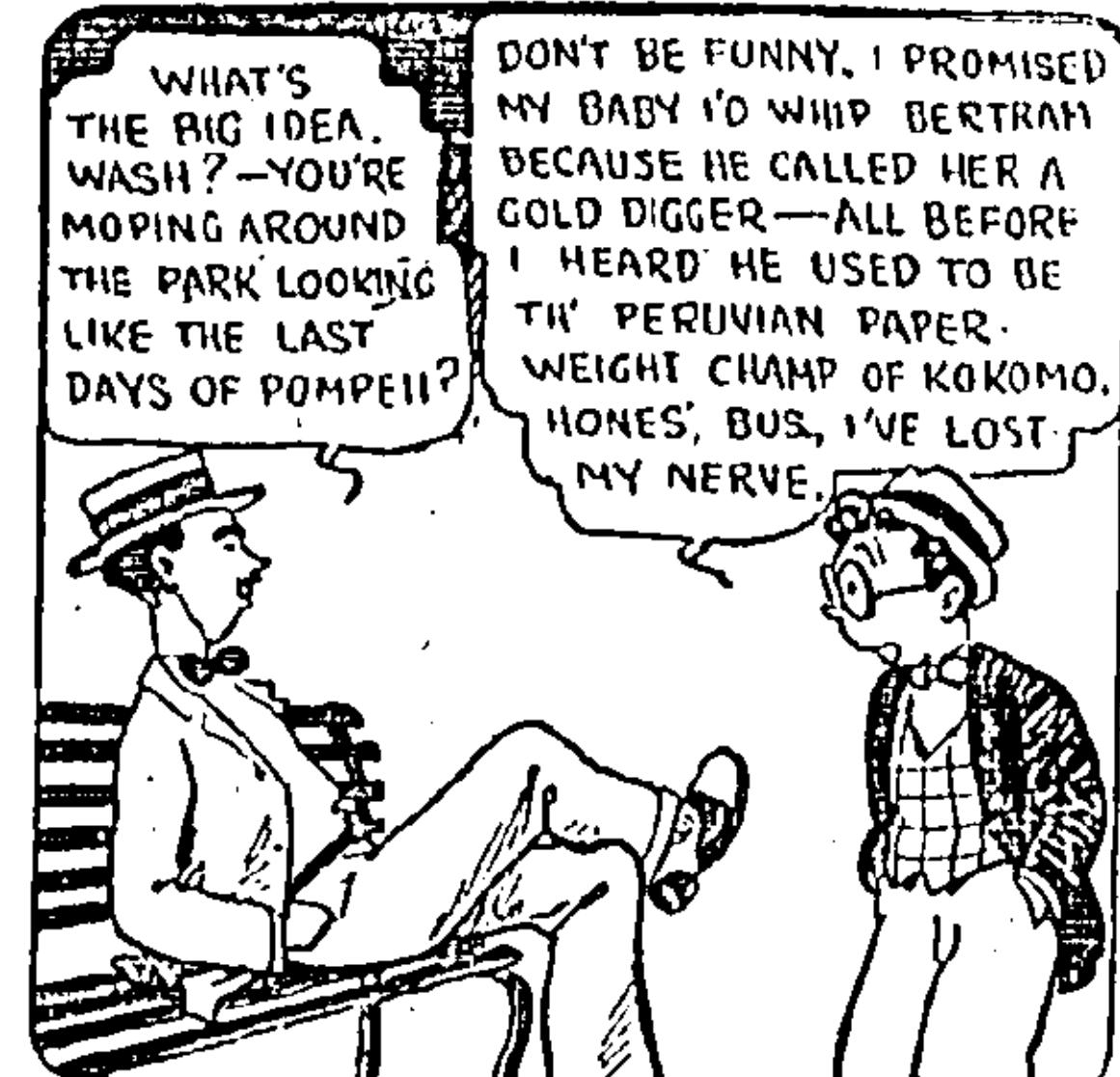
Spring Is Here

By Martin



WASHINGTON TUBBS II

By Crane



FRECKLES AND HIS FRIENDS

Looks Funny to Jar!

BY BLOSSER





BANFF THE BEAUTIFUL.

Attractive in Winter and Summer.



An Army of travellers visit and both Banff, in Alberta, and Banff, the Beautiful" during the regular tourist season in "the good, cold summer-time" in the Canadian Rockies, but Banff, in winter, is fully as picturesque and interesting when the great mountains rising a mile high above the Banff on Christmas day, or later in automobiles, and see a dozen covered with snow, as it is in the summer, when their peaks only are tipped with the everlasting white of Jack Frost. The trip and, as such, is sanctuary for big teams of men, ski-running and curling with export "skips" and a perfectly comfortable one, black bear is seen in the outskirts

and mountain sheep, elk and goats are among the oldest inhabitants. In February of each year Banff has a wonderful winter sports programme which the trans-continental traveller may witness. Skiing, ski-joring, figure and speed skating, the fastest hockey between teams of ladies and other teams of men, ski-running and curling with export "skips" and half a dozen other sports.

LANE, CRAWFORD LTD. ARE SHOWING FOR THE RACE WEEK



the very
LATEST
FASHIONS
FOR
DAY AND
EVENING
WEAR
including a few
SMART
LIGHT WEIGHT
DAY WRAPS
AND
MARABOUTS—

ALSO THE NEW
CHUBBY UMBRELLAS
IN ALL COLOURS

GLOVES, HAND BAGS,
SILK HONEY...

GOLFING NOTES.

"Nerves" on the Links.

"Hagen nervous! Walter, for the first time in the memory of the oldest golfer, gets cold foot!" in such delightfully picturesque language Americans describe the British champion's efforts in the recent international match, in which he and Sarazen were defeated by Duncan and Mitchell on the St. Augustine links, Florida, (says a special correspondent of the *Observer*.) The account, which my American correspondent has sent informs that the man who had been credited with nerves of steel and the courage of a lion was unusually agitated. The outstanding incident in this exhibition of "nerves" was apparently, at the fifteenth hole, the turning point of the match. He was left with a putt of seven feet to win the hole and to square the match. For a man like Hagen this should have been more child's play; we have seen him ram down this kind of putt with such a degree of confidence that the thought of missing has never once entered our heads. We must, in view of the facts, revise slightly our opinion of Hagen's mental make-up for it transpires that not only did he miss the first putt, but he overran the hole by couple of feet, and fumbled the return. It was all a matter of "fright," a state of mind when one goes in deadly fear of his own shadow: "The greatest figure in golf could do no better than the voriest, duffer, 'clubbed' the two-footer." "Clubbed" is a new word in golf, meaning in this connection, I take it, that Hagen played the shot in a helpless, marrowless sort of way. There is something rather cheering in the knowledge that even the greatest of all is only human like the rest of us, and that he can, on occasion, make himself appear as ridiculous as the twenty-four handicap man.

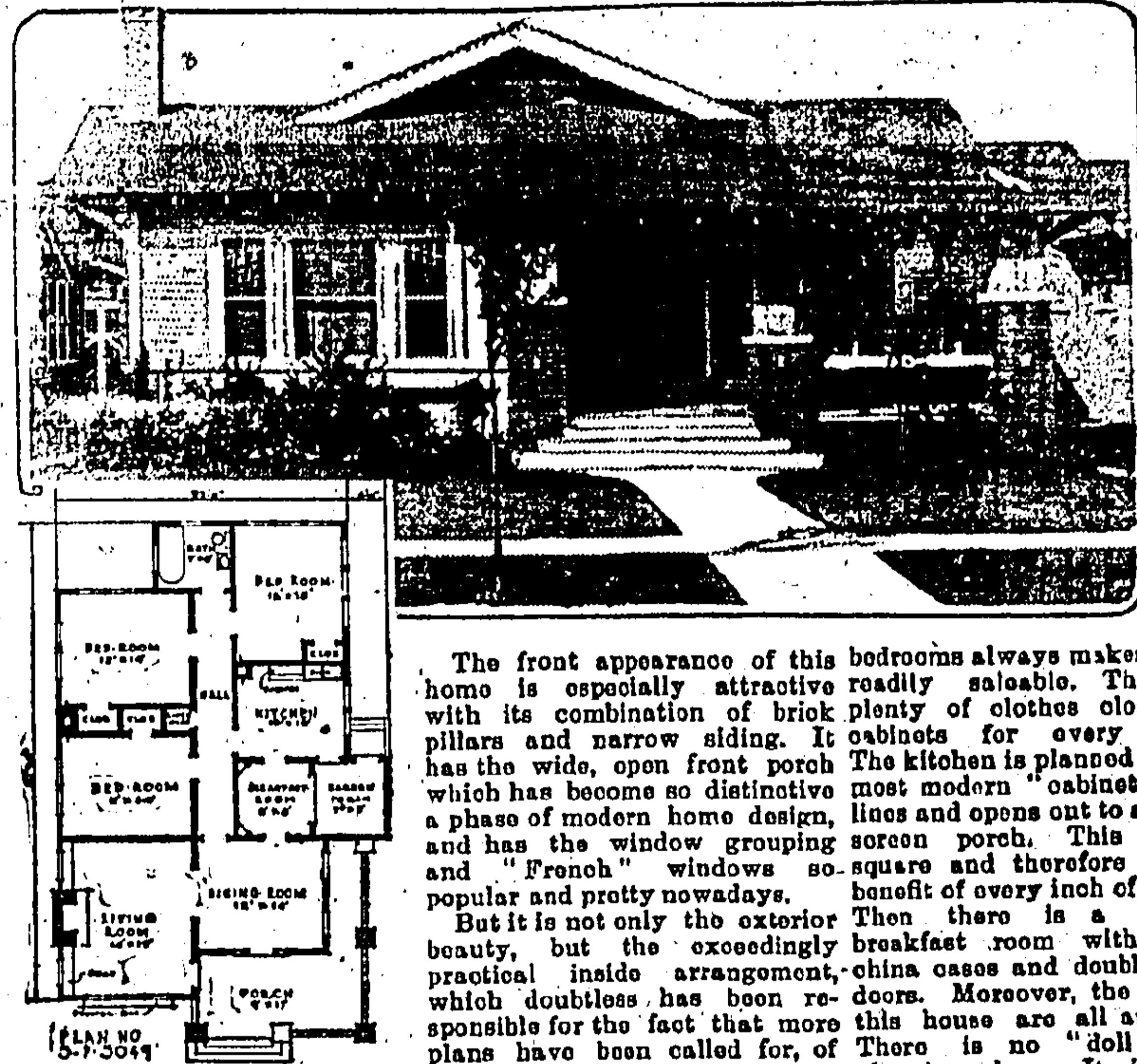
However, in justice to Hagen, I ought to say that only once have I seen him in a state of abject funk, and even then he was not actually playing golf. I have seen him annoyed, but irritation, anger if you like, is a totally different thing from fright. The occasion was the British Championship, at Sandwich, in 1922. Hagen was standing on the edge of the eighteenth green watching, one by one, his rivals play out the last hole. They faded away, leaving him in what appeared to be an unassailable position. Out in the blue was Duncan's accomplishment, we were informed, seemingly impossible things. He came to the last hole requiring a four to tie with the American.

As his second shot just trickled off the edge of the green, at the very spot where his rival was standing a sudden change came over Hagen's smiling countenance. His face went ashen pale, the cigar he was smoking fell from his fingers, and he trembled like a jelly fish. He was suffering the torments of Browning's "Twenty-nine distinct damnations. One sure, if another fails." It was a state of mind not of long duration, for when Duncan just failed to get his four, Hagen, with a look of utter relief whispered, "If Duncan had known as much about that shot as I do (Hagen had been in the same spot himself), he would have played it differently." And I imagine that in his innermost soul Hagen said, "But thank God he didn't."

I daresay that in no sphere of life is the problem of the relation of mind to matter presented in more acute a shape than on the golf course. We know that it is not a lack of strength, or always a want of skill, that prevents us doing that of which we are capable. The mind is at fault. But why is it that the mind cannot or will not make proper use of our strength and our skill? Braid has said that the optic nerve works more quickly than the mind, and that in consequence, disturbing elements are often introduced into the shot. I do not know on what authority Braid makes this statement—perhaps it is based on some experiments—but I may be

CHARMING SMALL HOME.

A Design Which Meets Modern Needs.



The front appearance of this bedroom always makes a house homo is especially attractive readily saleable. There are with its combination of brick plenty of clothes closets and pillars and narrow siding. It cabinets for every purpose. has the wide, open front porch. The kitchen is planned along the which has become so distinctive most modern "cabinet kitchen" a phase of modern home design, lines and opens out to a good size and "French" windows so square and therefore gives the popular and pretty nowadays. benefit of every inch of its space. But it is not only the exterior. Then there is a handsome beauty, but the exceedingly breakfast room with octagon practical inside arrangement—china cases and double French which doubtless has been re-doors. Moreover, the rooms in responsible for the fact that more this house are all ample size plans have been called for, of there is no "doll" house this home, than any other at the planning here. It is simple present time. The inside to build, its cost is very arrangement will instantly draw moderate, due to the fact that its the practical housewife's eye, and framing lumber and finish is made at the same time she will see from Southern Yellow Pine, a possibilities for beautifying the wood which is available at the interior at small expense. All of lumber yards all over the country the rooms have complete privacy, east of the Rocky Mountains, opening on to a hall, not too long. The standard of strength for There are three entirely separate framing lumber in the Yellow bedrooms. This is an important Pine of the South. For flooring, either flat grain with its beautiful kind, and one of the bedrooms figure, or the narrow quarter (the corner one) can be made sawed pine, there is nothing sleeping porch. The plan shows more suitable and economical for it is all glassed in. And three the moderate priced home.

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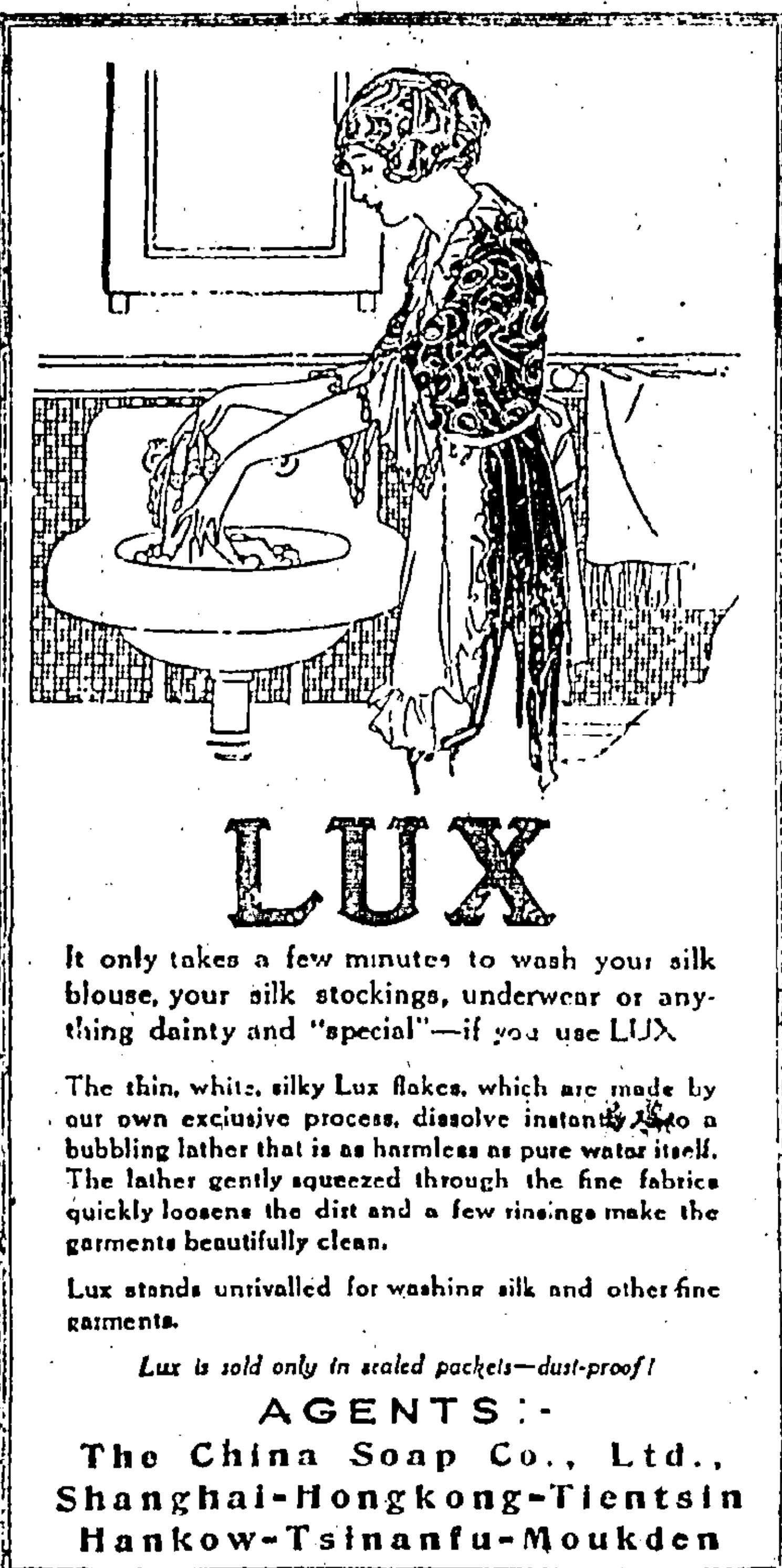
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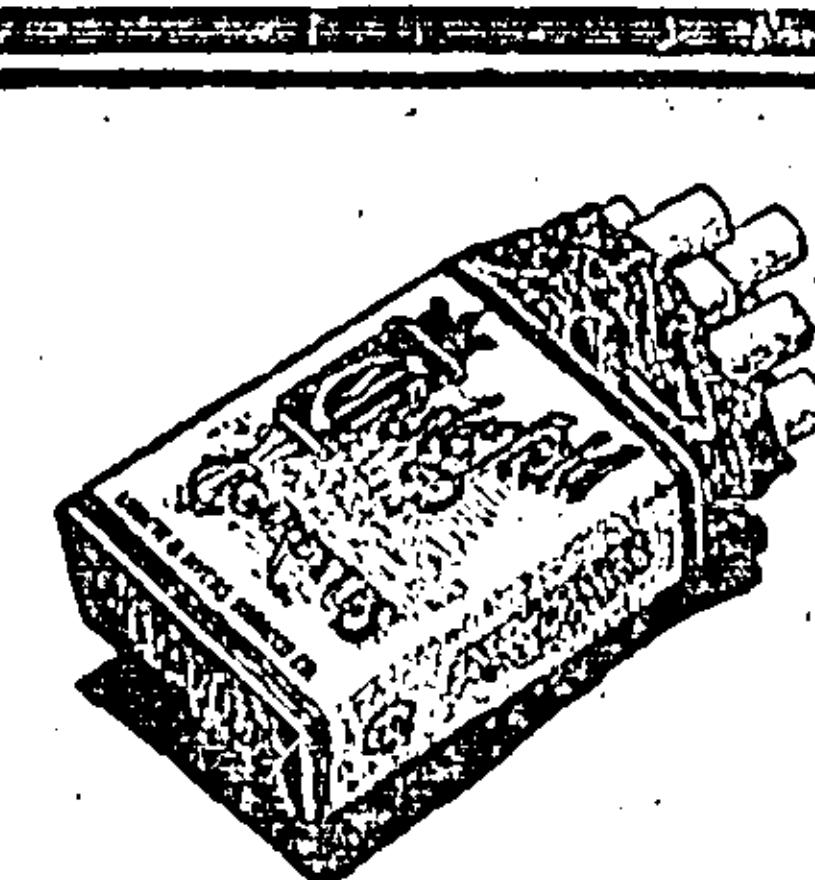
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RADIO NOTES AND NEWS.

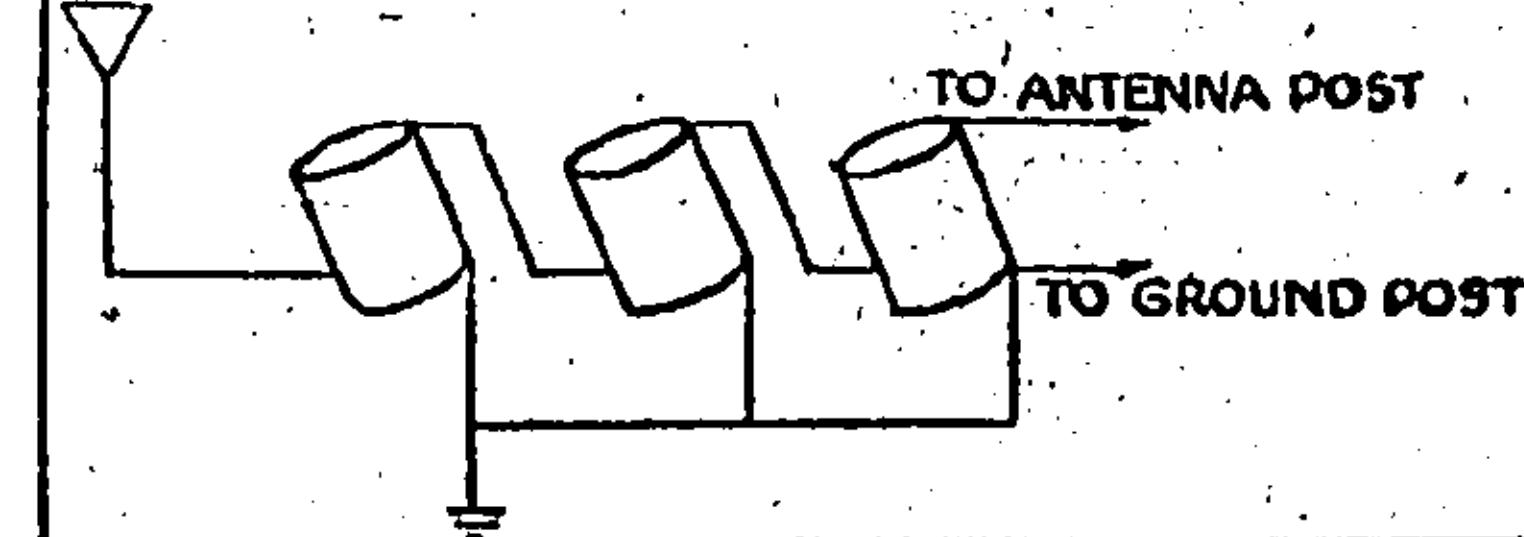
Simple Way to Reduce Crashing of Static.

While waiting for some genius to invent a static eliminator that really eliminates, let us try a simple little stunt that an amateur suggests for this trouble.

It won't eliminate static, says a note to "QST," the organ for the American Radio Relay League, but it will at least reduce those crashing and crackling sounds you get while trying to listen to a concert. It can be built with ease and hooked up with even greater ease.

But use of power from 1,000 to 6,000 watts, or more, will be held on an experimental basis and will be under government control.

Licenses for such stations will be for experimental purposes, and will carry the following conditions:



HOW THE STATIC REDUCER COILS ARE ARRANGED.

The entire "reducor" consists of three coils set at an angle of 55 degrees, intercepting the transmitted waves before they enter the receiver. For the broadcast range, the coils have 66 turns of No. 24 wire and are wound on a 3 1/2 inch tube. A tap is taken at the 33d turn of each coil.

The aerial lead-in is brought to this middle tap, on the first coil. The start of the coil is led to the middle tap of the second coil and the start of the second coil goes to the middle tap of the third.

Three coils are enough for the ordinary regenerative receiver with two stages of audio amplification. For a larger receiver, like a superheterodyne, from four to six coils may be used.

The terminals of all the coils are joined and grounded, while the start of the last coil is taken to the antenna post of the receiver, and the end of the last coil is brought to the ground post.

That is all. Except that care should be taken to set the coils at 55 degrees from the base. This can be done by attaching each to a base by means of metal brackets bent to this angle.

If there is a perceptible reduction in signal strength, reduce the number of coils. Or experiment with this layout until you get the best possible combination with your receiver.

HIGH POWER UNDER SUPERVISION.

U.S. Government Watchful.

Washington:—Although recognizing the need of increased power in broadcasting, the Government at the same time will keep a close watch on stations adopting super-power.

This is the announcement from the Department of Commerce, following adjournment of the

"Does the shadow path behave like any other variety of darkness," is one of the questions to which the editors will try to get an answer. Others are:

"Does it operate as a reflecting mirror to send back radio waves toward their point of origin, or does it bond them in one direction or another, or does it leave them unaffected?"

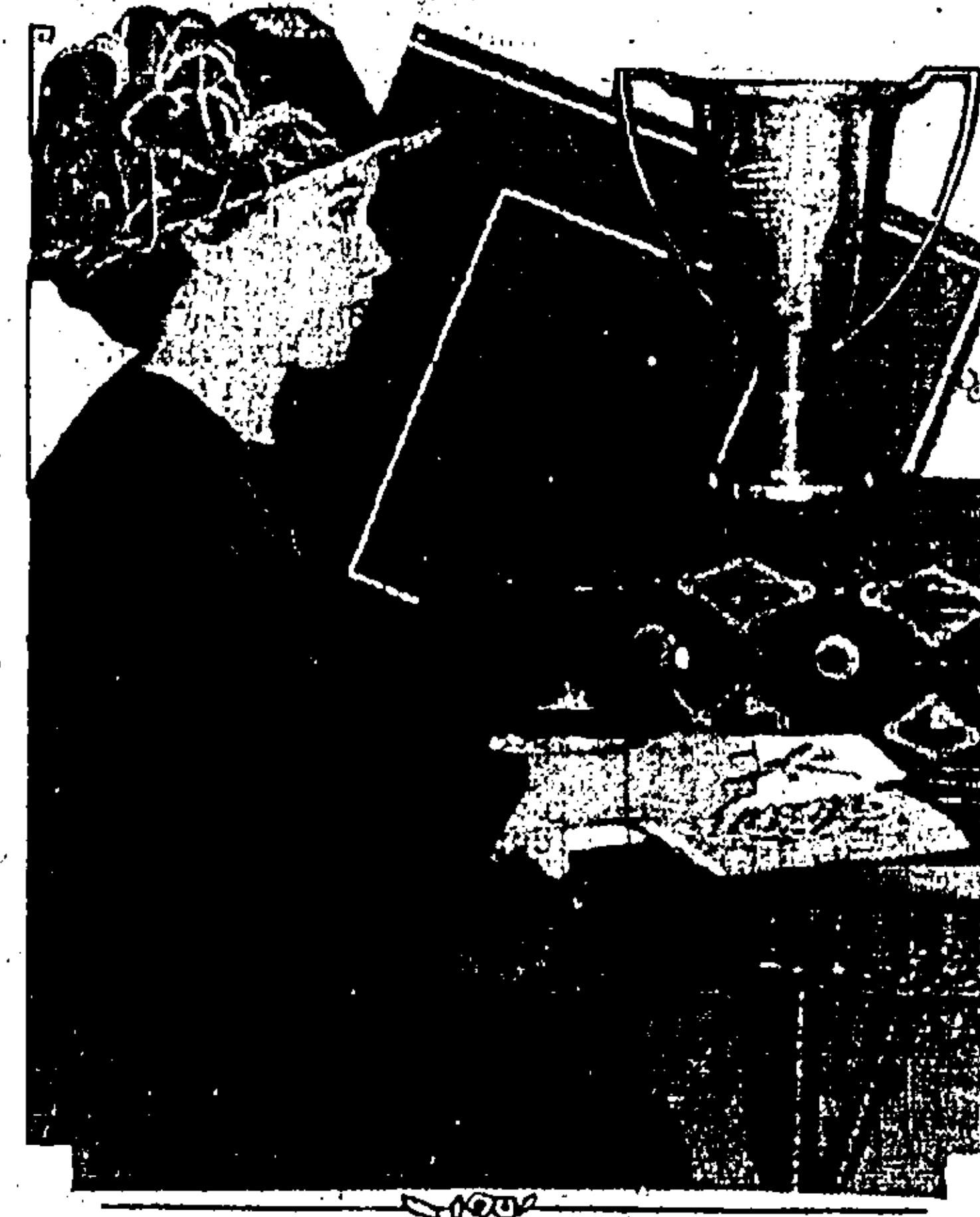
"During the eclipse, not only will the light from the sun be cut off, but also the stream of electrons that is supposed to be flying all the time toward the earth will be altered. What effects will this have on radio transmission?"

In an attempt to seek answers, arrangements were made for the transmission of special signals from broadcasting stations during the eclipse, for reception by a group of qualified radio listeners and amateurs.

The listeners kept accurately timed records of signal strength, fading, static, and other features of radio reception.

When the entire mass of information is collected from all possible sources, a committee of radio engineers will go through it and try to see what it means.

RADIO-CROSSWORD WINNER.



Even the radio enthusiasts have become addicted to the crossword puzzle habit. Miss Olivo Rito, shown above, is winner of the world's first radio crossword puzzle contest. More than 5,000 persons took part in the competition. The definitions were broadcast from station WAHG, in America.

1. Experiments must be under control and regulation of the districts supervisor and the Department of Commerce.

2. High power stations must start with 1,500 watts, to be increased gradually only after the supervisor is satisfied the increase would be beneficial to all and would not cause undue interference.

3. Each increase must not exceed 500 watts and must await approval by the supervisor before another jump may be made.

4. Each station will be dealt with individually by the department, because of individual local characteristics.

5. Location of station will be carefully considered.

6. All experiments will be at the cost and risk of each station. Licenses will carry no permanent rights or privileges and will be revocable at any time at the department's discretion.

ECLIPSE SUBJECT OF ENQUIRY.

Radio "Fans" Co-Operated.

New York: Radio fans of the country were asked to participate in a nationwide check-up on the sun.

On January 24, 1925, the sun was in total eclipse. The phenomenon was visible from sunrise to about 10:30 in the morning along a line reaching from northern Michigan to New York City, and was also recorded as "toit" in neighboring localities.

To ascertain what effect this eclipse had, if any, on radio, the *Scientific American*, monthly journal of science, called for volunteers among radio amateurs and novices. The editors asked all who had sets and are scientifically inclined to tune in on the morning of January 24 and watch for results.

From the observations made by fans and professional scientists the magazine hopes to determine exactly what a solar eclipse does to radio transmission.

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Hongkong

THE SCIENCE OF LUBRICATION.

WHY TECHNICAL KNOWLEDGE IS NECESSARY.

(We are indebted to the local office of the Standard Oil Company of New York for the following informative article.)

THE AUTOMOBILE ENGINE.

The motor, which is the heart and energy of the motor car, is simply a mechanical device to convert chemical energy into mechanical energy. This chemical energy is commonly called by us by the short term of "GAS". To convert this gas into power, we ignite the mixture of vaporized gas and air in the combustion chamber of the motor. To complete the cycle of the stroke, the following operation takes place:

- 1st. The carburation or mixing of the gas and air.
- 2nd. Drawing the charge into the cylinder on the downward stroke of the piston.
- 3rd. Compression of the charge by the upward stroke.
- 4th. Ignition just before the completion of the compression stroke.
- 5th. Combustion of the compressed mixture by electric spark.
- 6th. Expansion of the burning gases.
- 7th. Exhaust of the burned gases.

All this process is probably familiar to you and it is only

mentioned as a foundation for what is to follow.

LUBRICATION OF THE ENGINE.

There are three vital points to be considered in the lubrication of any moving machinery: Speed, Pressure, and Temperature. In

considering the proper oil for a steam engine, we generally have only one speed, one pressure and one temperature.

This is a simple matter compared with the conditions under which a motor car operates with its varied and constantly changing speeds, pressure and heat conditions. Also, bear in mind that one oil must lubricate all the reciprocating and rotating parts under all these varied conditions.

SPEED BY ENGINE.

There are several makes of engines now in use that have a speed of 3500 or 3600 R.P.M., while 2000 R.P.M. is common.

By a simple process of arithmetic, you will see that at these speeds at 2,000 R.P.M. (which is not unusual) and figuring the stroke of piston to be 5½ inches, you will get a (piston velocity of 1,800 feet per minute) and allowing the bore of the cylinder to be 4 inches, you will see that nearly 2,000 square feet of cylinder are rubbed each minute. If the main shaft journal is 2 inches in diameter, it will slide over its bearing at

a rate of more than 1000 feet per minute. Of course, under ordinary conditions, this speed is not obtained but the fact

remains that one oil must meet

all these conditions when they do arise and also be able to properly take care of the lubrication of all the moving parts at other speeds.

BEARING PRESSURES.

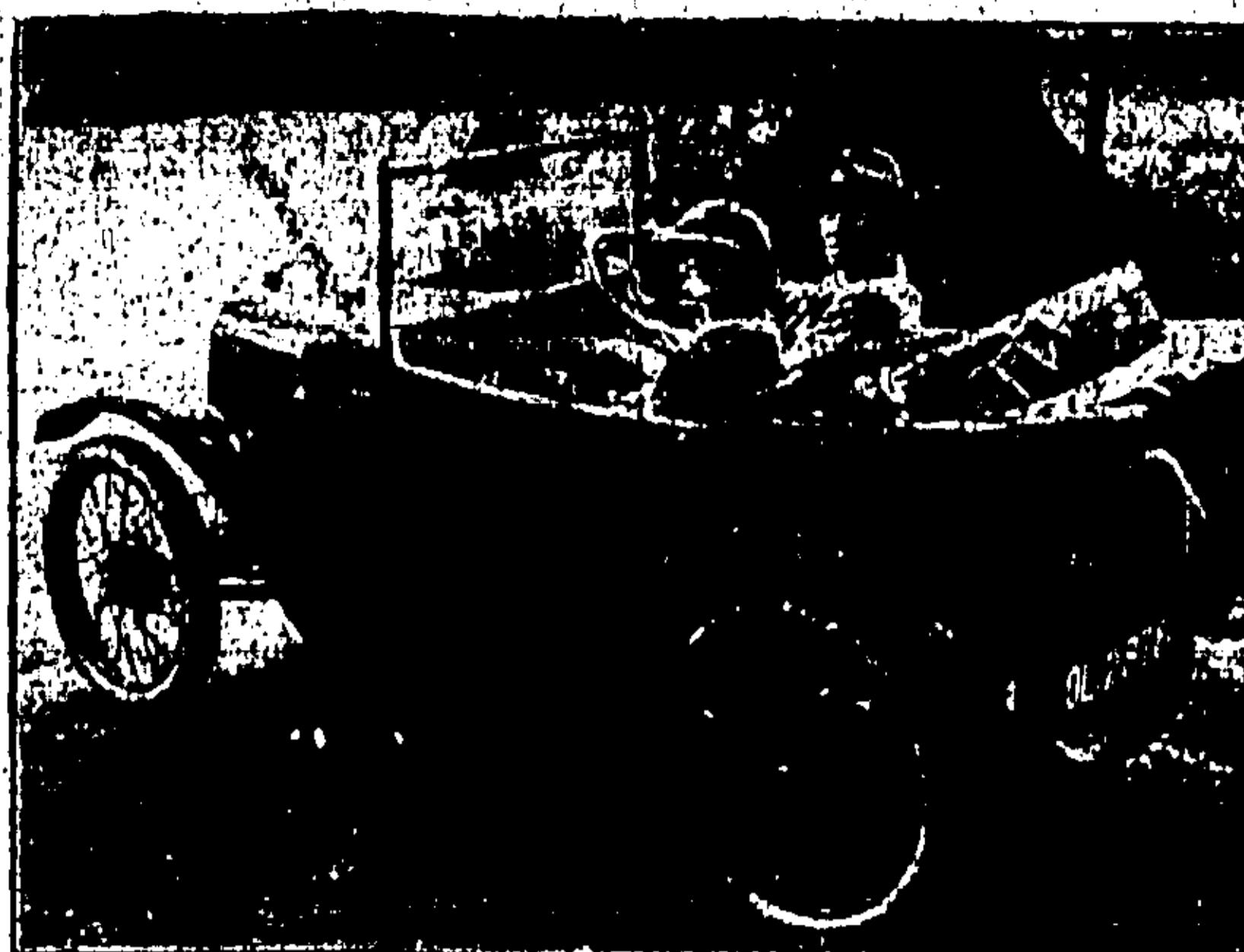
In the cylinders of the engine, at the time of combustion of the compressed mixture, the bearing pressure is tremendous, being something more than 300 pounds to the square inch. This great pressure is exerted on the piston at the beginning of the downward stroke but, of course, is loosened during the stroke. However, a great pressure is transmitted to the bearing surfaces and while the load at the lower end of the power stroke is not high, the centrifugal force of all the revolving parts in the crank case increases the bearing pressure very materially. Road shocks are also transmitted which add to the bearing pressure whenever the wheels strike an uneven place in the road.

You will see that in order to provide proper lubrication, these variable pressures have got to be strongly taken into consideration.

ENGINE-TEMPERATURES.

The temperature in the combustion chamber of an ordinary motor car ranges from 250°F., which is the normal temperature on the intake stroke, to 300°F. at the time the charge is exploded. The temperature will average about 1000°F. during this complete operation. It has been determined by engineers that the temperature of the cylinder walls is about 270°F. when the circulating water of the cooling system is at a temperature of 200°F. Of course, when the conditions are such that the water is cooler than this, the temperature of the walls is correspondingly lower. One thing should be borne in mind—that the cylinder temperature of an air cooled engine is approximately the same as a water cooled type. With the cylinder wall temperature at 270°F., the wall of the piston will be approximately 50°F. higher, while the underside of the piston head will reach temperatures from 500 to 700°F. This is due, of course, to the fact of its being further away from the water jacket or the air cooling system. Part of this heat is transmitted to the wrist pin-connecting rod-crank pin-main bearings-cams and cam shaft bearings in fact to all the moving parts within the crank case. The temperature of the wrist pin, under ordinary conditions, is in the neighbourhood of 300°F., while the main bearings temperatures will range from 100 to 200°F. The efficiency of the cooling system, the questions of load and speed, and the character of the lubricant used, also materially affect the temperature of the engine. As the same oil must lubricate the pistons, cylinder walls and all the moving parts of the engine, at all these various

BRITAIN'S POPULAR RUNABOUT.



The above will be recognised as a photo of one of the "Austin Sevens", many of which are now to be seen in the Colony.

extremes of heat, it necessarily follows that the lubricant must be of a special nature to meet all these conditions.

LUBRICATING PRACTICE.

There are certain fundamental facts that have been proven both by practical engineering experience and by scientific investigation that will apply to all oils. High speeds demand light bodied oils. Low speeds require comparatively heavy bodied oils. High bearing pressures require relatively heavy bodied oils. Low pressures require relatively light bodied oils. High temperatures require an oil that will retain its body under heat. Low temperatures require an oil that will retain its fluidity at low temperatures. Heavy bodied oils have relatively high internal friction. These rules are universal and in connection with these facts, we must bear in mind that the correct motor lubricant must have such qualities of adhesion and cohesion and heat resisting properties as will prevent its being forced out of the bearing surfaces at the working temperatures while at the same time it must be light enough in body to lubricate at the higher speeds without absorbing too much power by its own internal friction values. It has been demonstrated that in all moving machinery there is from 20 to 40 per cent. of the initial power used to overcome friction. If you add to this, the power which would be wasted in overcoming the fluid resistance of an oil, with too high viscosity, you can readily see that there would be an additional waste of power. Two of the most important characteristics upon which correct motor lubrication depends are viscosity and heat resistance. It is demonstrated fact that all oils become thin under heat. It is therefore necessary that the working temperatures of all the bearing surfaces must be carefully considered in determining the body of the lubricant to be used. It is a fortunate fact in motor car lubrication that the engines are so designed that in the cylinders where the temperatures are the greatest, the bearing pressures are low and the velocity high. In this way you can use a comparatively light bodied lubricant. All mineral oils which are suitable for motor car engine lubrication approach a common and suitable viscosity at a temperature of 300°F., the normal temperature between the cylinder walls and pistons under usual conditions. The viscosity required for correct cylinder lubrication while it is important to a certain degree, yet it does not demand as much consideration as does the viscosity necessary for the proper lubrication of the rotating bearings within the crank case. Therefore, an oil that meets the requirements in the crank case will properly lubricate the piston and cylinders.

(To be concluded next week.)

CONSISTENT PERFORMANCE.

FINE SPEED RECORD.

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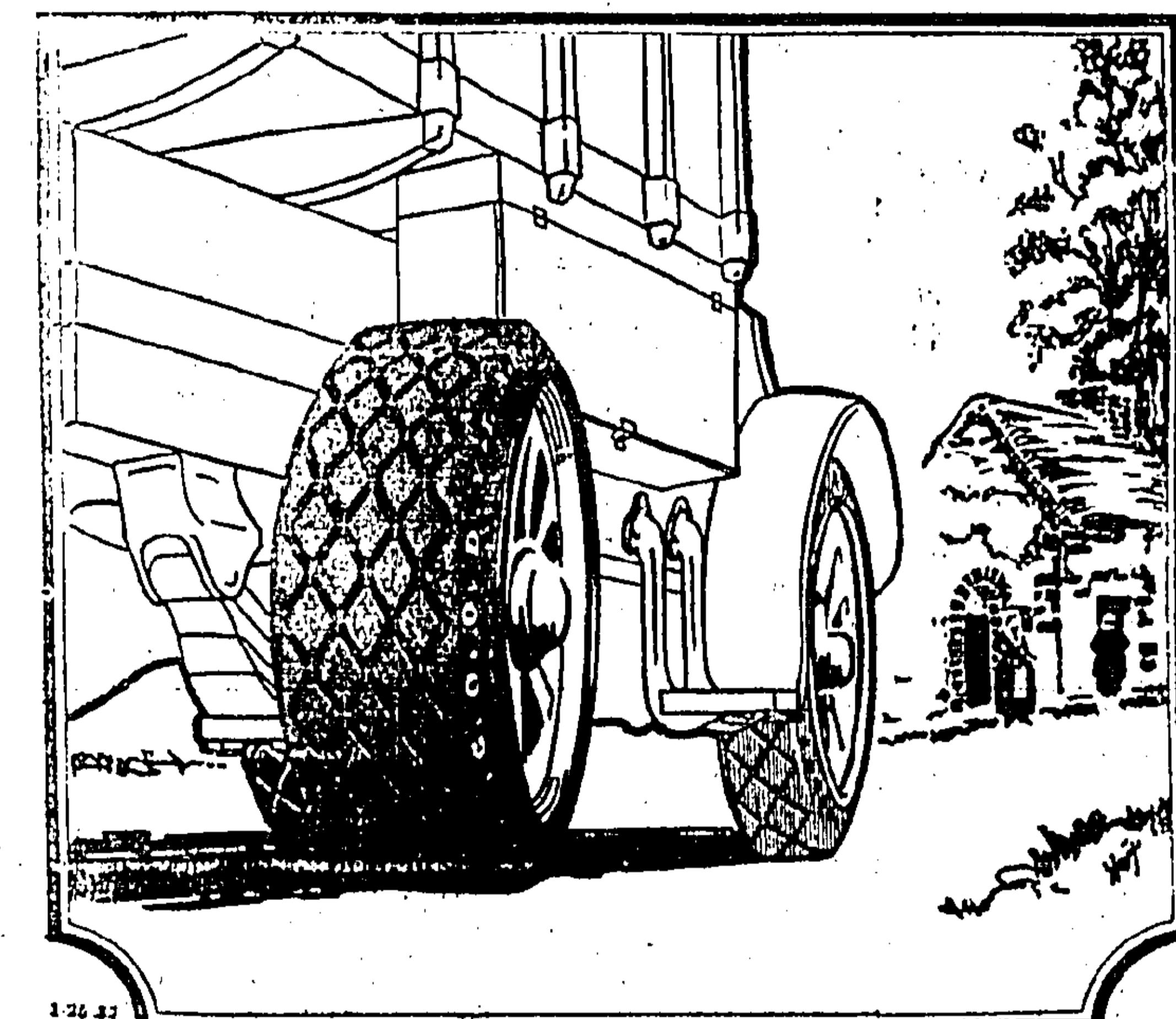
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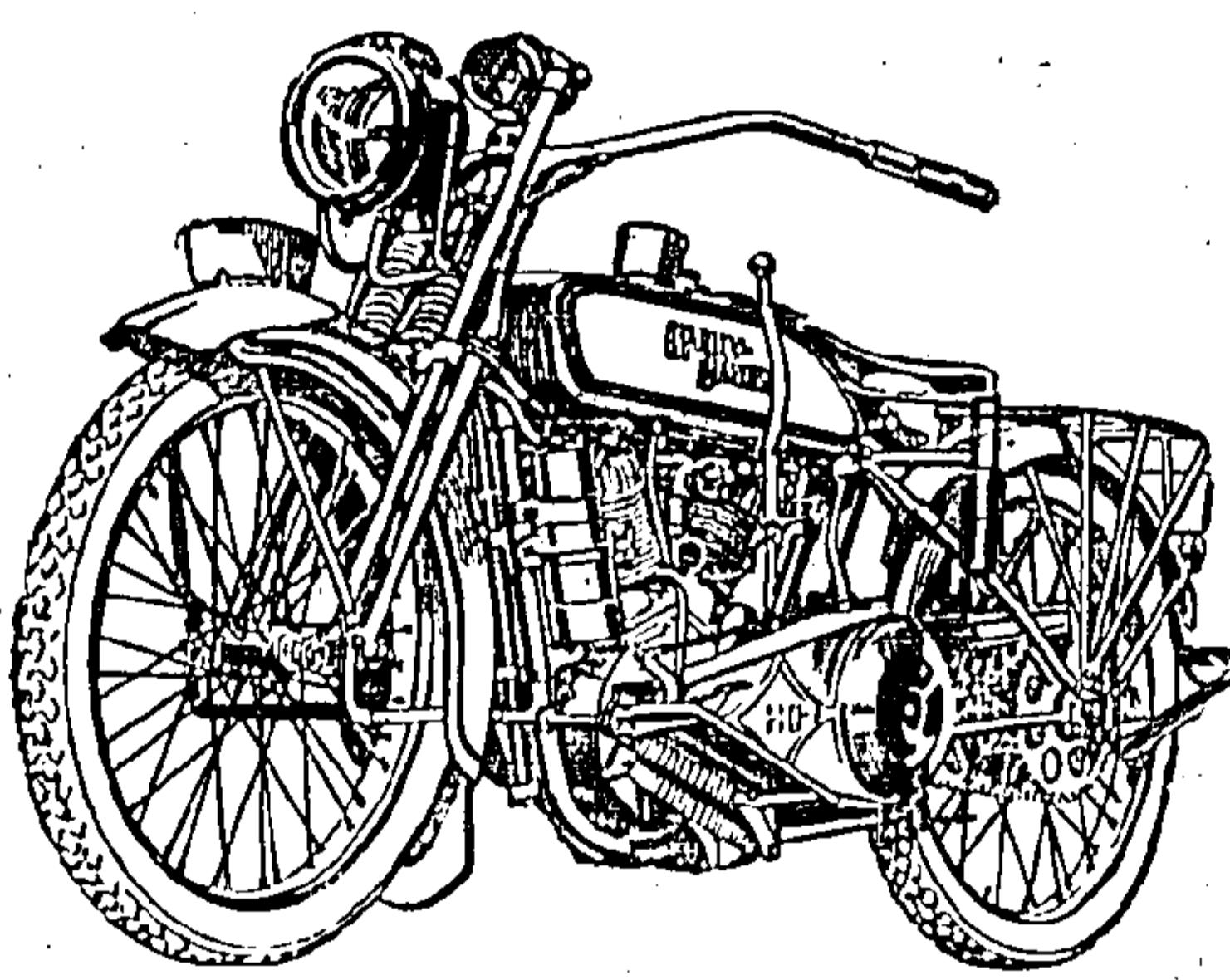
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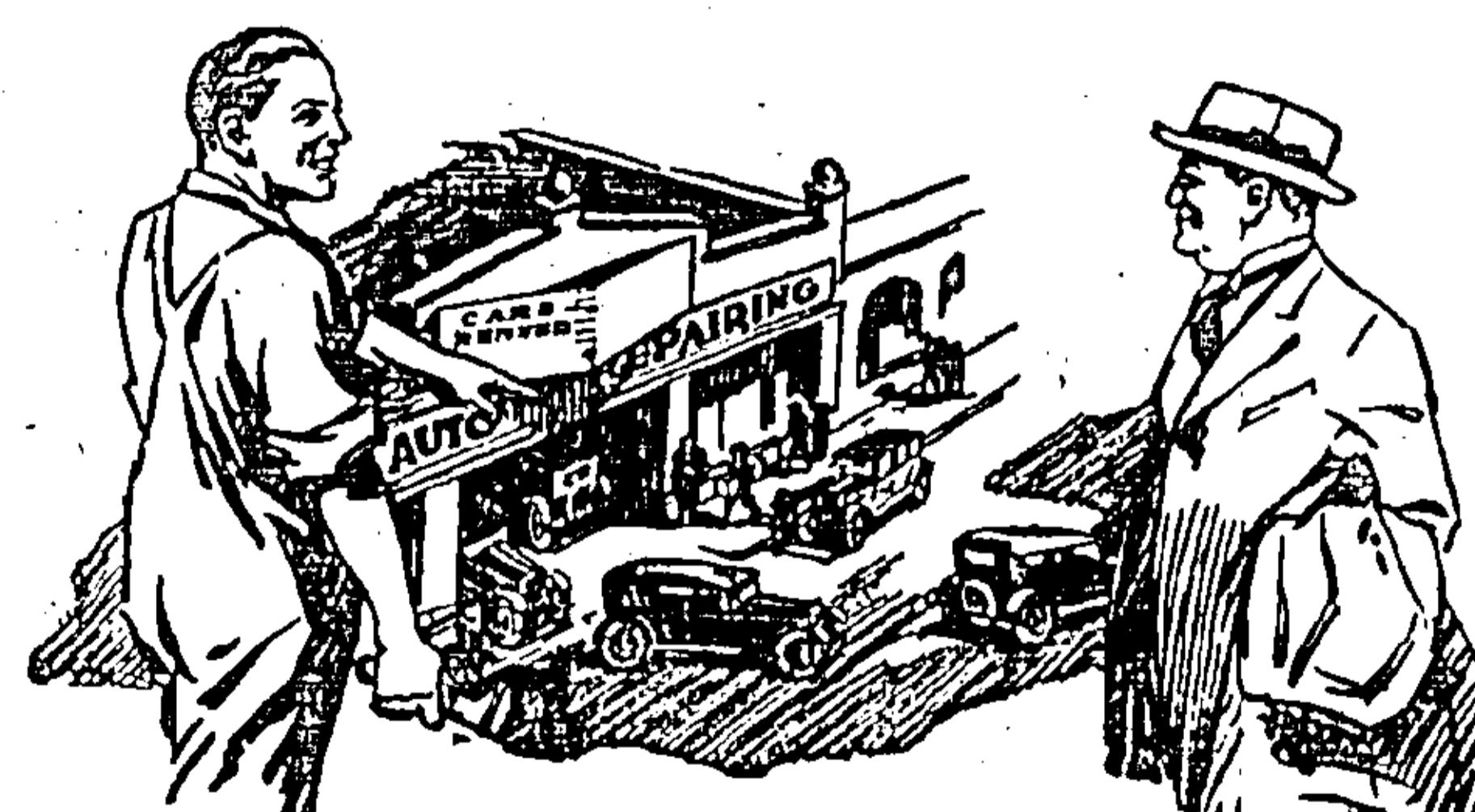
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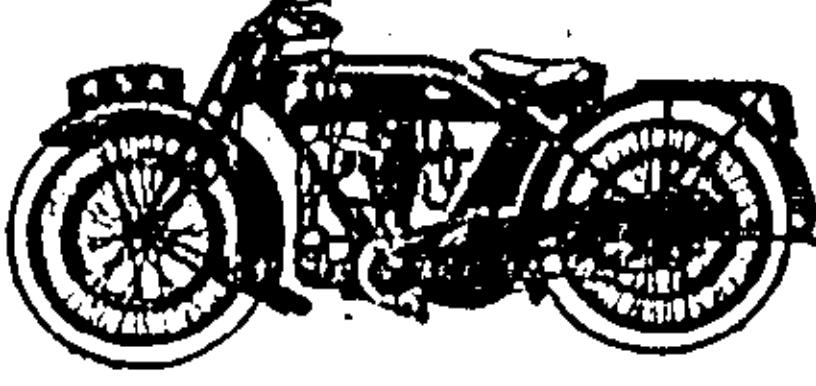
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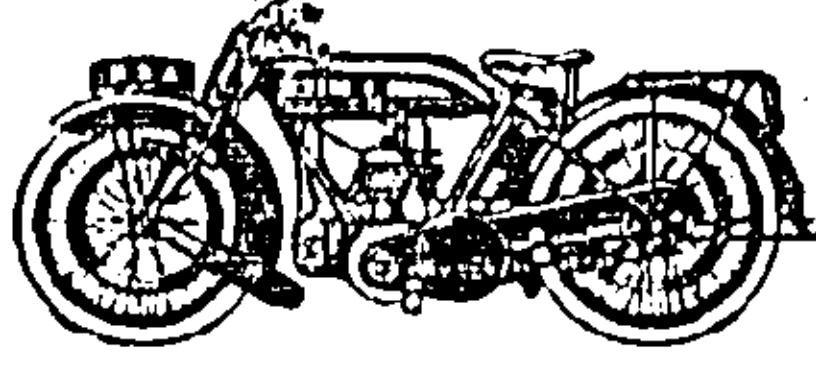
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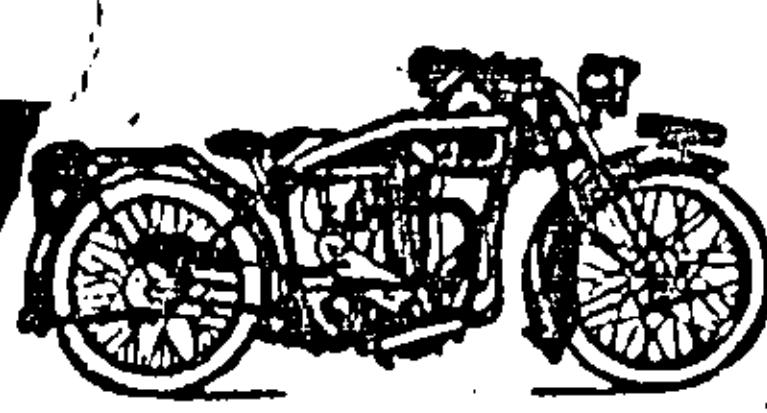
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THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF PROGRESS.

(Special Article to the "Hongkong Telegraph.")

The Latest Air Liners—Big
Bombers and Flying Boats—New
Engines for Light Aeroplanes.

The New Year is likely to see a number of new air liners running on the British air routes throughout Europe operated by Imperial Airways Limited. The requirements of such machines nowadays are that they shall be large and comfortable and have a very high factor of reliability. Every day it is becoming more and more evident that air liners, in order to obtain the maximum reliability, must have at least three engines and must be capable of maintaining themselves in the air with a full load with any two of those engines running. A big monoplane is now being built in the North of England driven by three Rolls-Royce "Condors" of 650 h.p. each.

An interesting three-engined machine will be the Hawker, which is being built by the Hawker Engineering Company, of Kingston, Surrey. The motive power will be three air-cooled Bristol "Jupiter" engines developing 400 h.p. each. At present there are no data available as to the numbers of passengers to be carried or the speed at which the machine will travel, but as the chief designer of the Hawker Company, Mr. Carter, is regarded as one of the most promising of our young designers, it is safe to assume it will be a very nice job indeed.

A BIG BOMBER.

The second Blackburn "Cubaro" is now nearing completion at Brough in Yorkshire. The "Cubaro" is an enormous bomber driven by a 1,000 Napier "Cub."

The first of the series was tested last September and since then it has been undergoing performance trials at the Royal Air Force Experimental Station at Martlesham in Suffolk, where it is understood to be giving a very good account of itself. The Blackburn firm built a very interesting two-seater light aeroplane for the Lympne Competitions. Unfortunately, they were not able to let it appear at Lympne owing to continued engine trouble. Now, however, this has been overcome and the machine is flying very well indeed.

BIG METAL FLYING BOAT.

Trials are being made at Rochester with the first big British flying-boat built of metal. The work has been undertaken for the Air Ministry by the pioneer firm of Short Brothers. The machine follows more or less the F5 practice. The F5 was the big twin-engined type of boat much in use at the end of the War. The new Short boat is driven by two Rolls-Royce "Eagle IXs" and is more or less an experiment, to find out the effect of salt water on a duralumin hull. Short Brothers have also in hand a small all-metal light flying-boat driven by two Blackburn motor-cycle engines. It is interesting to recall that Short Brothers built the first British aeroplane and they also built the first British all-metal aeroplane, the first all-metal light aeroplane, the first British all-metal light flying-boat and the first all-metal light flying-boat.

IMPORTANT MANCHESTER AERODROME.

A British pioneer firm, that of A. V. Roe and Co. Ltd., have just taken a very interesting step and purchased a new aerodrome at Manchester. It is known as the Woodford Aerodrome and is likely to become very important in the near future, owing to the fact that it is now the only aerodrome near Manchester and consequently will become the chief jumping-off point for air liners running to Ireland and in time, perhaps, to America.

NEW LOW POWERED ENGINE.

An exceedingly interesting low-powered engine has just come on the market. This is the 120 h.p. Air-Disco engine produced by the Aircraft Disposal Company Ltd. It is a revised version of the well-tried 80 h.p. Renault engine which was so much used in the War. It is rated at 120 h.p., but its maximum output is 140 h.p. When fitted to a Standard Avro it can reduce the time taken for a climb of 10,000 feet by half. Moreover, it is by far the cheapest engine of its class in the World. The conversion has been carried out by Major F. B. Halford, who is well-known for his work in connection with the R.H.P. series of engines.

AN INTERESTING PROMOTION.

An interesting Air Forces appointment just announced is that of Squadron Leader W. B. Douglas to the rank of Wing Com-

mander. Squad. Ldr. Douglas flew the Parnall Pixie Light aeroplane in the trials at Lympne and made a reputation for himself as a competition pilot. He spoke very highly indeed of the Parnall machines which he flew and is exceedingly anxious to fly in competitions this year. He is now the most senior officer of the Royal Air Force to take part in competition work.

IMPROVED LIGHT AEROPLANE.

For some time past it has been recognised that the present type of two-seater light aeroplane has rather too little horse power to make it a practicable proposition. What is really required is an engine developing between 50 and 70 h.p. It is interesting therefore to find that the De Havilland Aircraft Company are producing just such a machine. This is the D.H. 60 and will be driven by an engine developing between 50 and 60 h.p. which has been produced in close collaboration with the De Havilland design department. It is a two-seater tractor biplane fitted with dual control which can easily be removed so as to leave a roomy passenger cockpit with sufficient space and power to carry a large suit case weighing 40 lbs. The wings can be folded in three minutes, so that the span for housing is only ten feet. The maximum top speed will be 90 m.p.h., the landing speed will be 33 m.p.h. and the petrol consumption should work out to about 20 miles per gallon. The tank will have a capacity of 3 1/2 hours. The machine will be put on the market at a low price and ought to be the very thing for use in parts where there are big distances to be covered without adequate roads.

ELECTRIC HORMS.

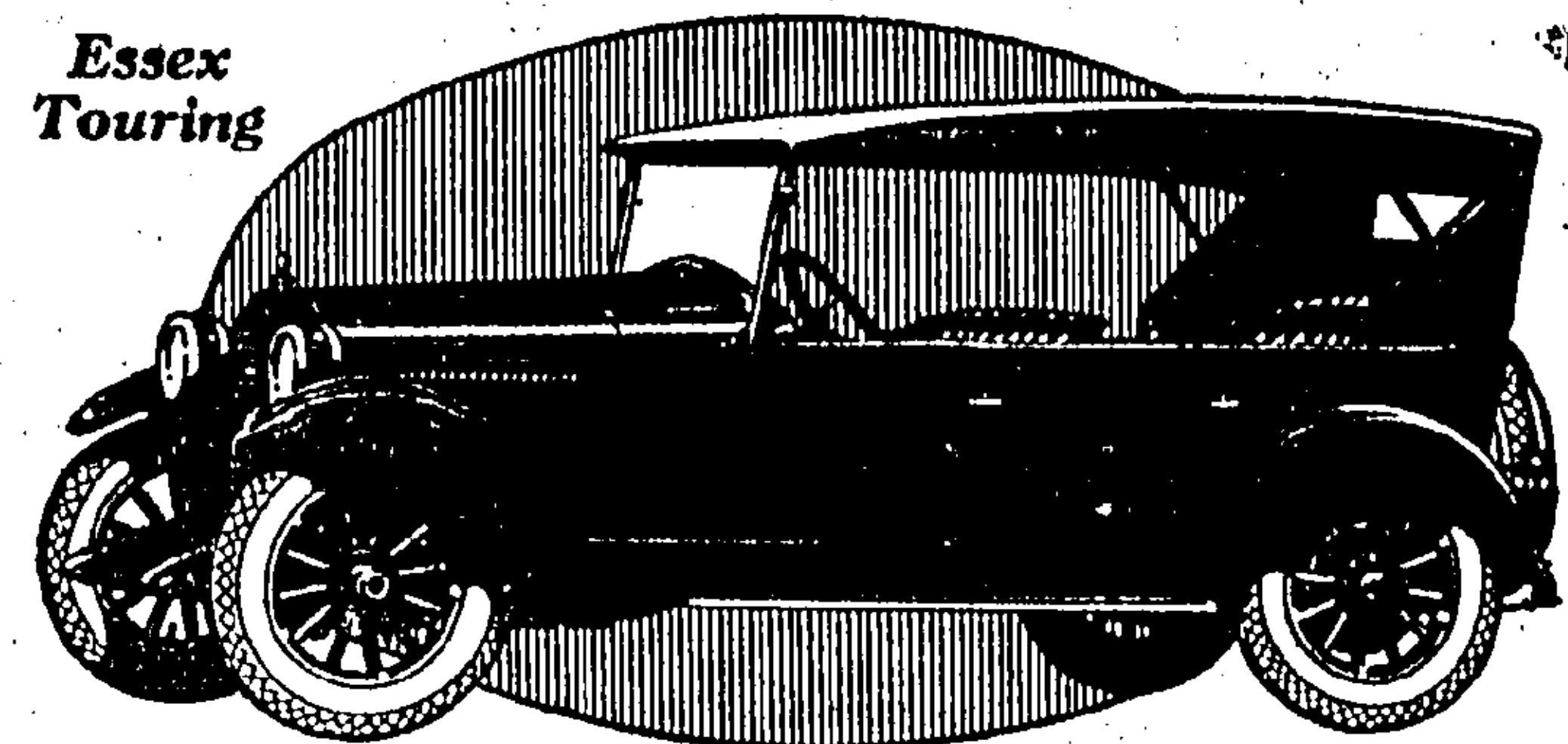
ABUSED IN CALCUTTA.

The Automobile Association of Bengal have decided to take up the matter of electric horns with the Police. At the present in Calcutta no car may be fitted with an electric horn. This decision was arrived at by the Police some years ago at a time when the control of traffic in the city was not as efficient as it is today. We ourselves consider that it would be most desirable if electric horns were generally allowed to be used, but against this we have that an abominable set of road hogs which abuses every rule and courtesy of the road and it is these people which the police wish to keep under. Some drivers seem to think that the idea of an electric horn is to provide as much noise as possible on all occasions, perfectly regardless of the fact that the slumbers and conveniences of the neighbourhood through which they are passing is being seriously disturbed. It is this type of "hog" for which gentleman drivers have to suffer. It appears to us, however, that the Police might be able to meet the convenience of motorists by permitting the use of the electric horn so long as there is no abuse of it, and in those cases where there is abuse,

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TYRE REDUCTION.

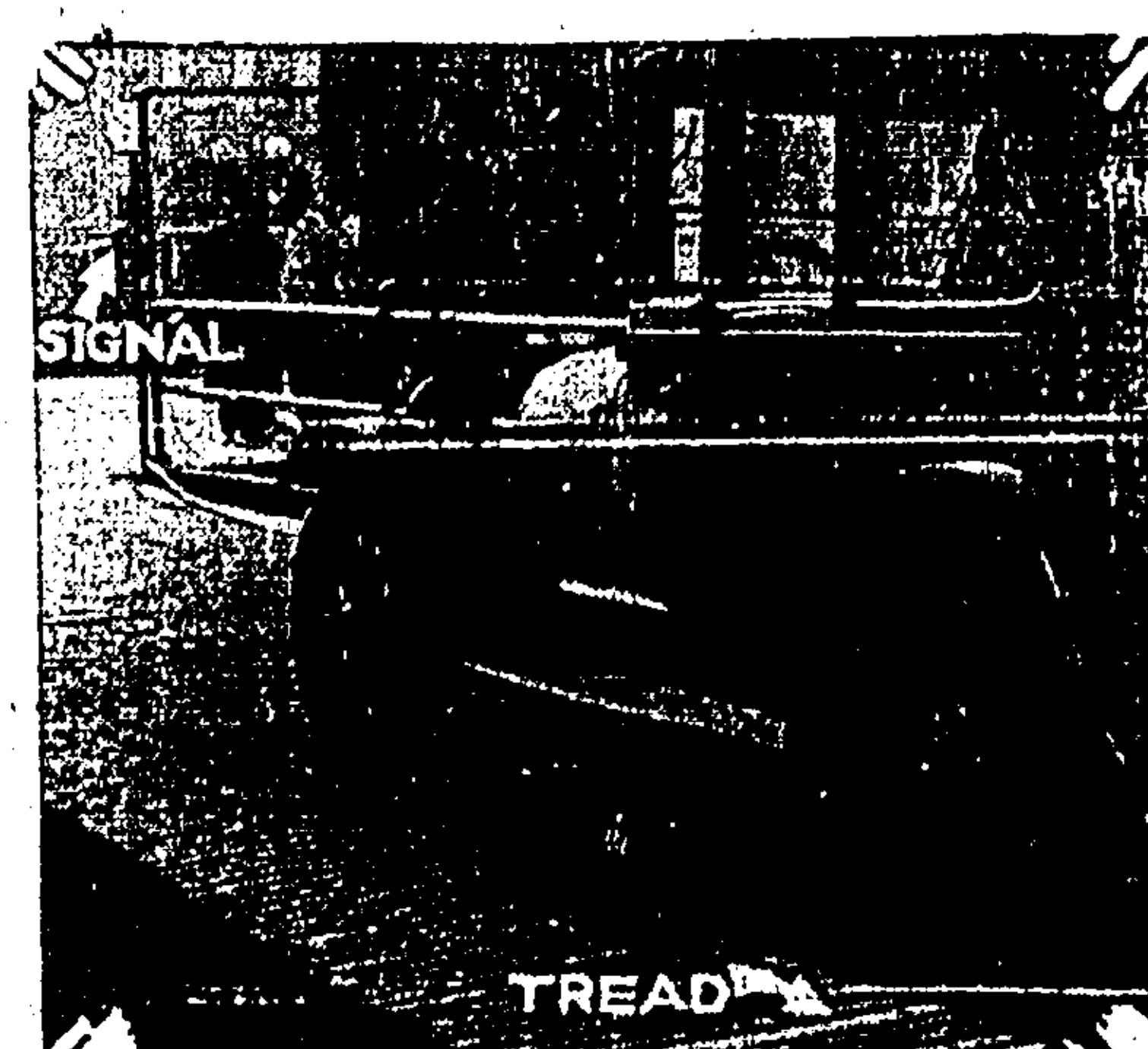
"FIRESTONE" TAKE THE LEAD.

A reduction of from 3 to 6 per cent on high pressure cords by all the leading manufacturers was announced recently in New York. The 3 per cent. applies to the larger sizes and the 6 per cent. to the smaller ones.

The Firestone company started the ball rolling and before the day ended all of the other leaders had followed suit. The out come as a surprise to both the industry and the public, for while rubber costing in price as it is and with most of the plant running near capacity, advanced rather than

reductions were expected. In fact several of the smaller companies increased prices a few weeks ago.

Reasons for the Firestone action have not been given out, but one shrewd critic in the industry declares that it is a move on the part of Firestone to meet the competition of the semi-balloon type. Firestone does not make semi-balloon which are near the high-pressure cords in price, so it is said that by reducing as he has done he widens the price gap between the two types. This is done, it is declared, for the popularizing the high-pressure cords and making the price distinction all the more prominent.



To promote safety by warning vehicles approaching from a street where the view is obscured a unique and highly useful automatic road signal has been invented by Charles E. Lyman, of Asheville, U.S.A.

It is installed in Asheville and other southern cities.

An automobile or wagon on approaching a dangerous corner or curve passes over a narrow steel tread, making an electric contact which rings a bell or sounds a horn and flashes a red light on a white post at the danger point ahead. The alarm is seen and heard by the person who is in danger before the vehicle reaches the corner.

CORRESPONDENCE

(To the Editor, "Hongkong Telegraph.")
The Teaching of Portuguese.

Sir.—I heard the annual report of St. Joseph's College, and was very much impressed by the following statement: "Portuguese are afforded every facility to study their language . . . Without doubt language study is a complex and difficult task, and whatever success has been achieved therein is due to the untiring devotion of the teachers and the hearty co-operation of the students."

The public having seen this, and not having heard of good results in the teaching of Portuguese, will naturally be led to think something untrue, and I feel it is my duty not to keep silent. So I am forced to write for the first time for the public in a guage in which I am but a simple beginner; but I trust I shall be understood.

First of all, I will say that I should prefer that the Rev. Director of St. Joseph's College, instead of the former of the two quoted sentences, had stated that he gives the Portuguese boys every facility he can give. Evidently this was what he meant, but as it is possible that all should not understand it so, some people, without a word of mine, would say that I accept the mentioned passage of the report as absolutely correct, and consequently that the failure in getting success is due exclusively to myself. Now, before that may be thought a fact, I avail myself of this opportunity to declare that it is false. In an absolute sense St. Joseph's College cannot afford every facility to a non-boarding student. Has the Rev. Director given every facility he can give? As regards him I do not deny this, but have all the teachers done the same? I regret that I must answer in the negative.

During the past year, on many occasions, one teacher retained the pupils in his class when they should have been taking Portuguese. Someone may say that in spite of that the results could be better than those secured! That is true, I agree. And why were they not better? The chief reason is because my untiring devotion was not met with the "hearty co-operation" of the Rev. Director or; but there are many others. It is because the school time is very short and many boys often reduce it to nil, and seldom to a few minutes. It is because, with few exceptions, they do not pay attention at all to what they are taught. It is because, nobody forces them to study, and because, though some leave the lessons in the middle of the year and others do not go to school even one day, all are allowed to give their names to the University examination. In short, the results are not better because under the present circumstances it is impossible for a boy to have a good knowledge of Portuguese in so short a time.

The argument will possibly be adduced that in the past the circumstances were not better and notwithstanding some pupils passed in the University examinations, but it is worthless. Some passed indeed, and some will pass again, I believe, but I could say many things more, but for the present I think I have said quite enough, perhaps too much, in the opinion of not a few people. My words, I must emphasize, aim at nothing but to elucidate the situation.

Your etc.
FR. ANTONIO DOS NEVES,
Teacher of Portuguese in
St. Joseph's College,
Kowloon, 12th. February, 1925.

THE LAUDER SEASON.

ANOTHER BIG SUCCESS. Success follows success with Sir Harry Lauder, and he received a wonderful ovation at the close of last evening's performance, when he made his third appearance before a Hongkong audience. His songs were all old favourites and at his invitation the choruses were joined in with right good will.

With him, Sir Harry has a talented company. Eddy Gray's juggling was nothing short of remarkable; Lydia Caruso and Jack Kolloway are certainly original in their dances, and the patter is good: the Hilo Lulu on the steel guitar and ukulele were encored again and Harry Moore, the paper-tearor, was really clever. Miss Bindley gave effective renderings of two operatic airs.

There will be a new programme to-night.

THE WATER OF LIFE.

By the Rev. G. R. Lindsay, M. A.

"Ho, everyone that thirsteth, or "living water." Water was given to the waters."—Isaiah 55: 1. precious above everything else. It meant health, wealth, and life itself. Hence water was a peculiarly appropriate symbol of the life which God gives to the soul. "Ho, everyone that thirsteth, come ye to the waters." The message of Jesus Christ is the same as that of the prophet, only more complete. "If any man thirst let him come unto me and drink." To drink of this living water is nothing less than to accept Him as the life and power of our souls. The life we need is not more than mere existence, and is to be found somewhere and is to be discovered at all costs. This ferment of vitality, this passionate desire for warm strong life, stirs our breasts and quickens our energies. It seems at times as if something had caught fire within us and gave us this lust for life.

It saves us from selfish parsimony and poverty of blood. It makes us fit to face life and enables us to go on to the end. Men everywhere ask for life, but often they ask it not of God. They want to drink of the water of life but they go to "broken cisterns" for it. How many have gone astray in their search for life. They have sought it at the rivers of pleasure, sensation, excitement, stimulants and of sin itself, only to find that the kind of life these waters give is procured at the cost of demoralized character and ruin of homes. There is no living water to quench the thirst of the human spirit. The scarcity of water in the East lends it a special value. The Spirit and the Bride say, "Come!" And let him that beareth say, "Come!" And let him that is athirst say, "Come!" And let him that is alone being spring take the water of life freely.

HONGKONG IMPORTS.

DULL CONDITIONS PREVAIL.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods and Fancy Cotton Goods.—Since last reporting the market has displayed little or no animation, and with the exception of sales of Leno new business transacted in the interim is negligible in quantity. Mid. Am. Cotton was quoted 13.70d. in Liverpool yesterday and Eg. Sakallerides at the advanced figure of 35.40d.

Cotton Yarn.—Market remains nominally unchanged since our last report and no business has transpired during the interval.

Quotations are:—No. 10s. \$220/235. No. 12s \$225/238. No. 16s \$235/240. No. 20s \$230/235. Arrivals 1,600. Shipments nil. Sales nil. Unsold stock 9,700 bales. Bargains 3,000 bales.

Woolens.—The market has opened very slowly after China New Year and transactions are on the smallest scale.

Raw Cotton.—No sales to report.

Metals.—Market dull, nothing doing.

Flour Market Report.—Stock: 700,000 sacks. Market: Steady. Quotations:—American Patent, \$4.80 per sack; American Straight, \$4.10 per sack; American Cut off, \$4.05 per sack; Shanghai Flour, \$3.50 per sack; Australian No. 1, \$4.10 per sack; Canadian Cut off, \$3.80.

Sugar.—Market very quiet. Saltwater.—Market improving since last report.

BULLOCKS' ESCAPE.

Wild Career of Frightened Animals.

Great excitement was caused in Glasgow recently when two bullocks, which had landed from steamer at Moleheads Wharf, broke away from the herd and ran amok. One of them, a fine young steer, entered a railway yard, and getting on the underground passenger line, raced from the west railway, passing several stations, including Glasgow Low Level, for a distance of three miles.

Ultimately the animal mounted the platform at Dalmarnock Station, where a police officer shot it with a service revolver. The railway traffic was held up for an hour.

The other animal, which careered wildly through the streets in the centre of the city, was cornered in a cul de sac, and

shot by a policeman. In its career it ran into, and damaged two motor cars, as well as knocking down two men.

DAIRY FARM NEWS

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GLASSES

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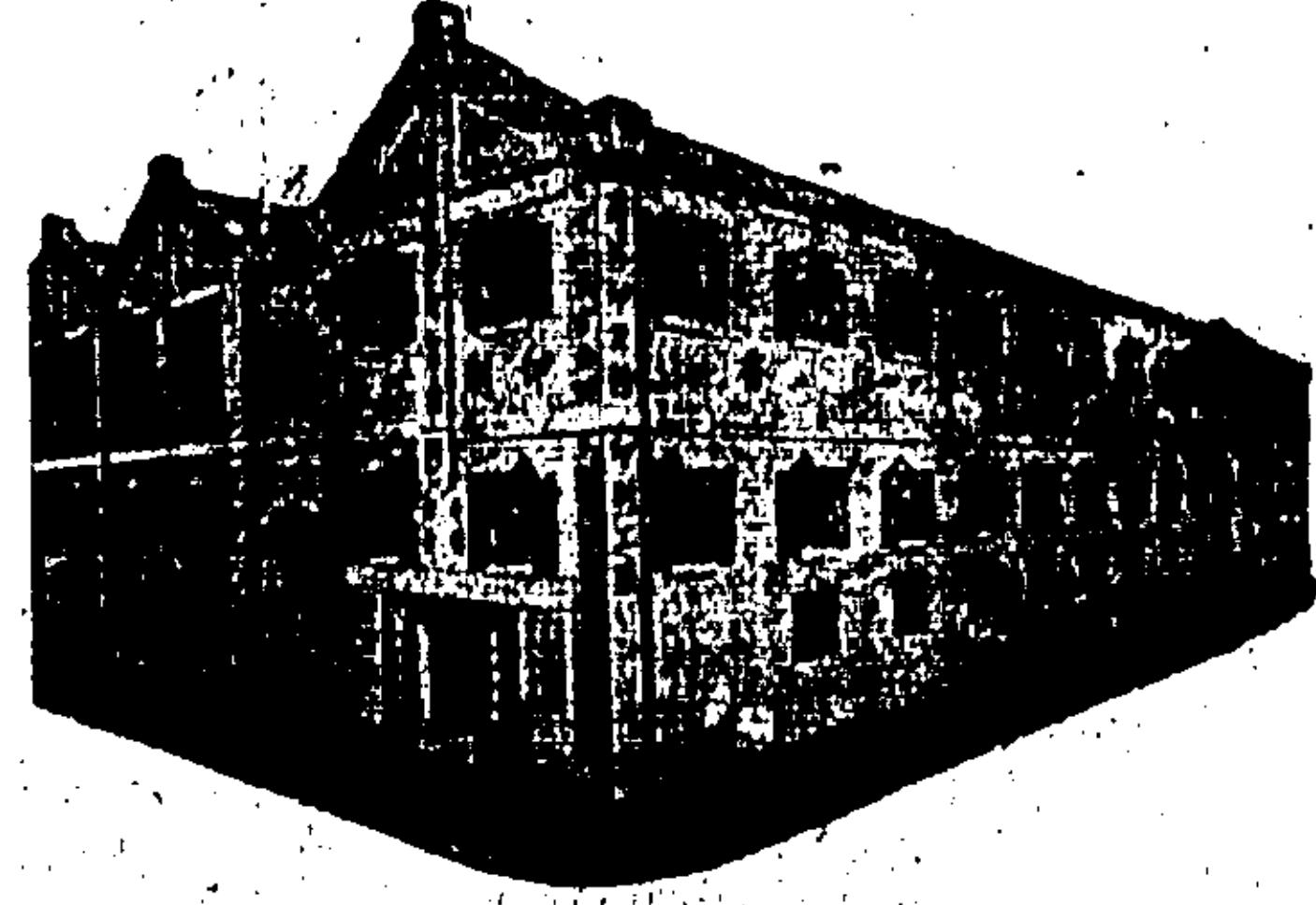
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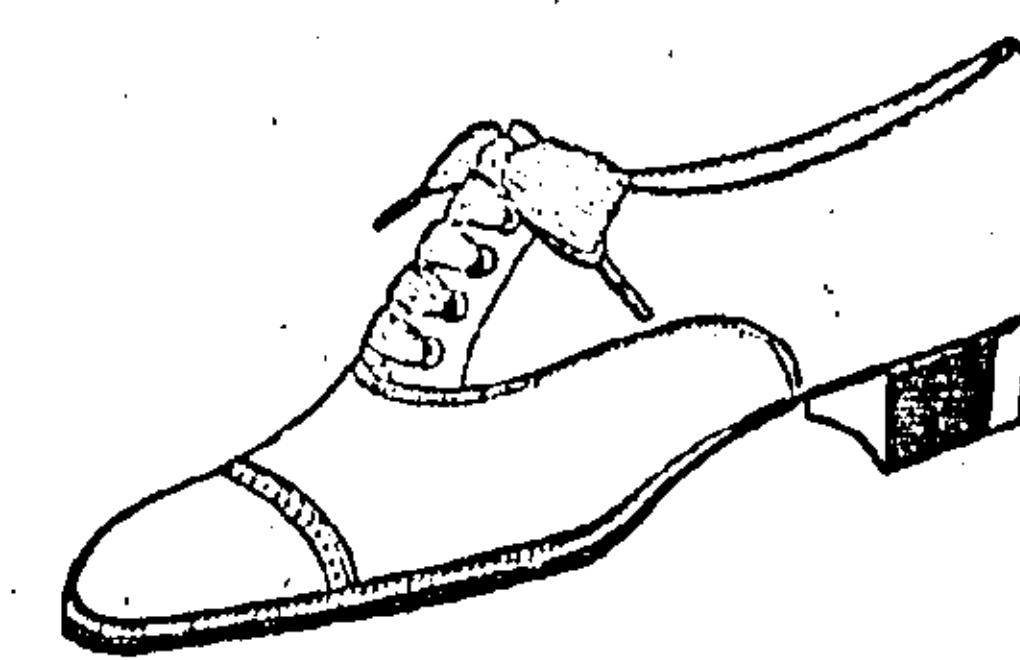
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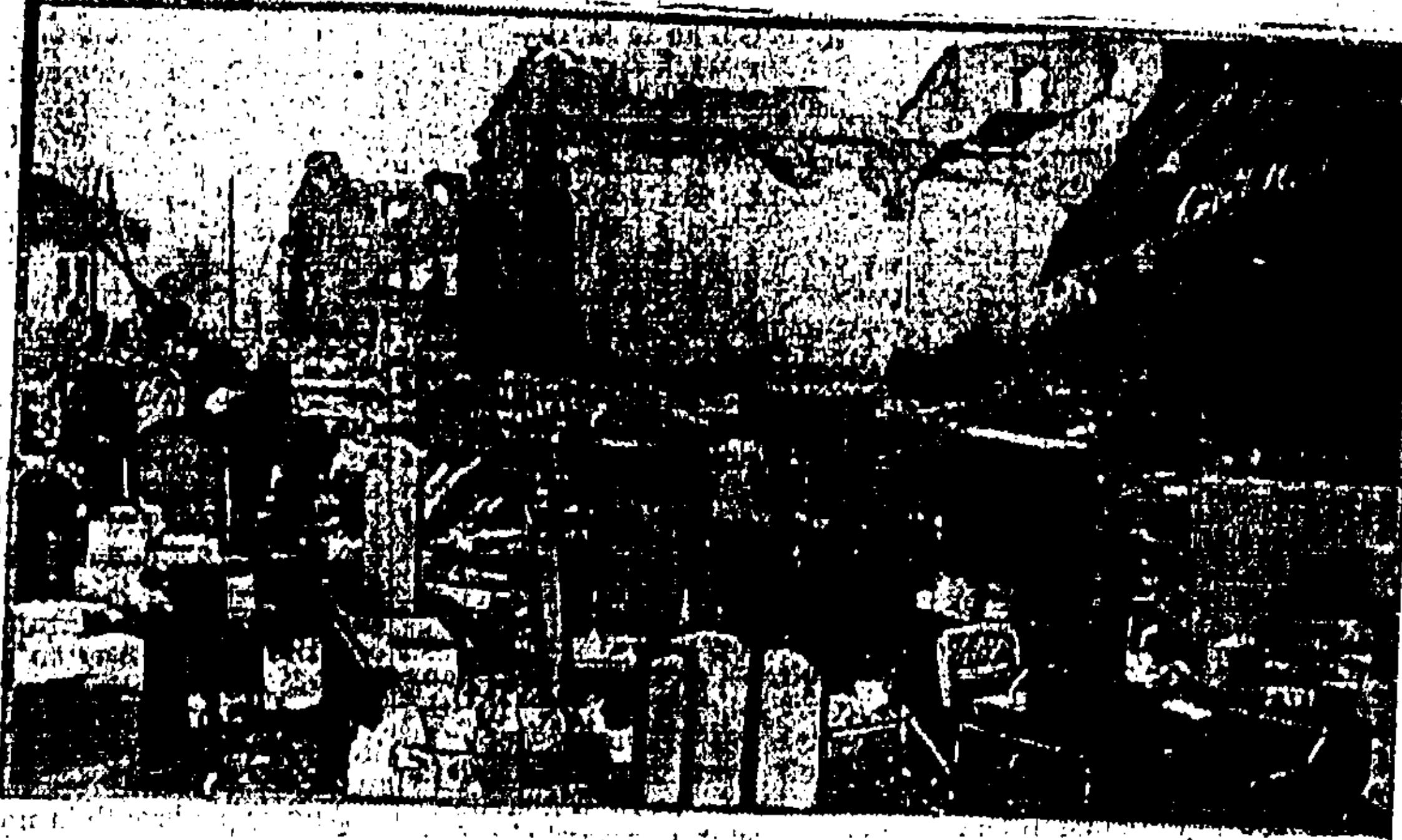
Change of Programme To-night

BOX PLAN MOUTRIES. PRICES: 55, 53 & 51.

CURRENT PICTORIAL NEWS.



Here we have Miss Birchborough, one of England's foremost women athletes, acting as the hero in the Middlesex Ladies' Paporhase at Surbiton. Evidently the hounds are close behind from the way she takes this hurdle.



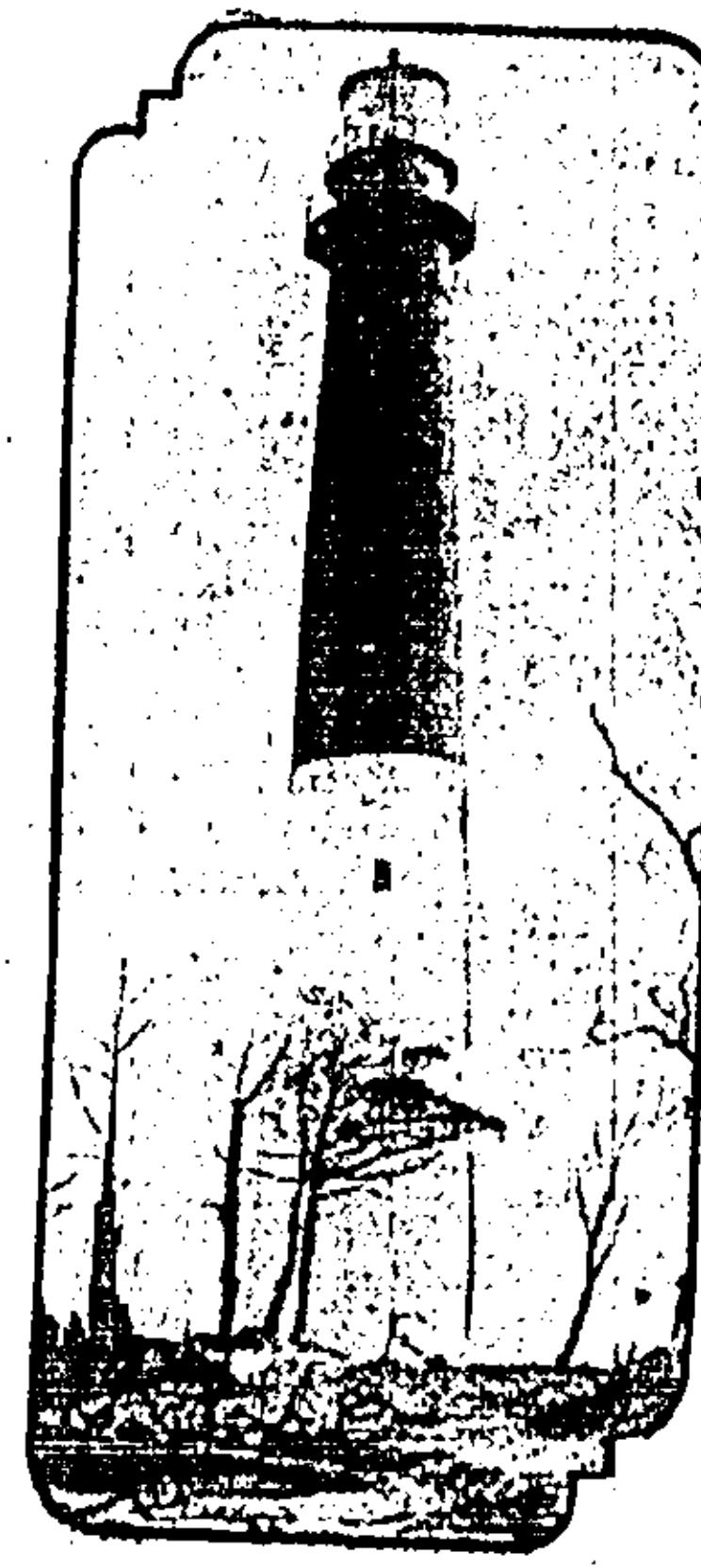
Bank bandits, after looting two Valley View (Texas) banks of \$10,000, started a fire which destroyed two blocks of business buildings, causing a loss of \$250,000. The bandits blew open two safes, started the fire by use of a slow fuse, and escaped before the blaze was discovered. The picture shows the havoc wrought by the bandits and the fire.



Baldwin, relief pitcher for the Giants, used his head in the seventh inning of the fourth world series game. After he replaced Barnes in the box, McNeely doubled. Harris filed to Wilson in deep centre, and McNeely ran to third. Wilson threw past Lindstrom, New York third baseman, but Baldwin was there to back up the throw. He saved a run when he stopped the ball. The picture shows the ball in the air, Lindstrom vainly reaching for it, and Baldwin all set to nab it.



This photo shows the second reading of the Papal Bull proclaiming the Holy year. The Bull is being read by one of the Papal masters of ceremonies near the Holy Door under which is one of the four holy doors, is shown in the background. The other holy doors are at St. Peter's, St. John of the Lateran and Saint Maria Maggiore.



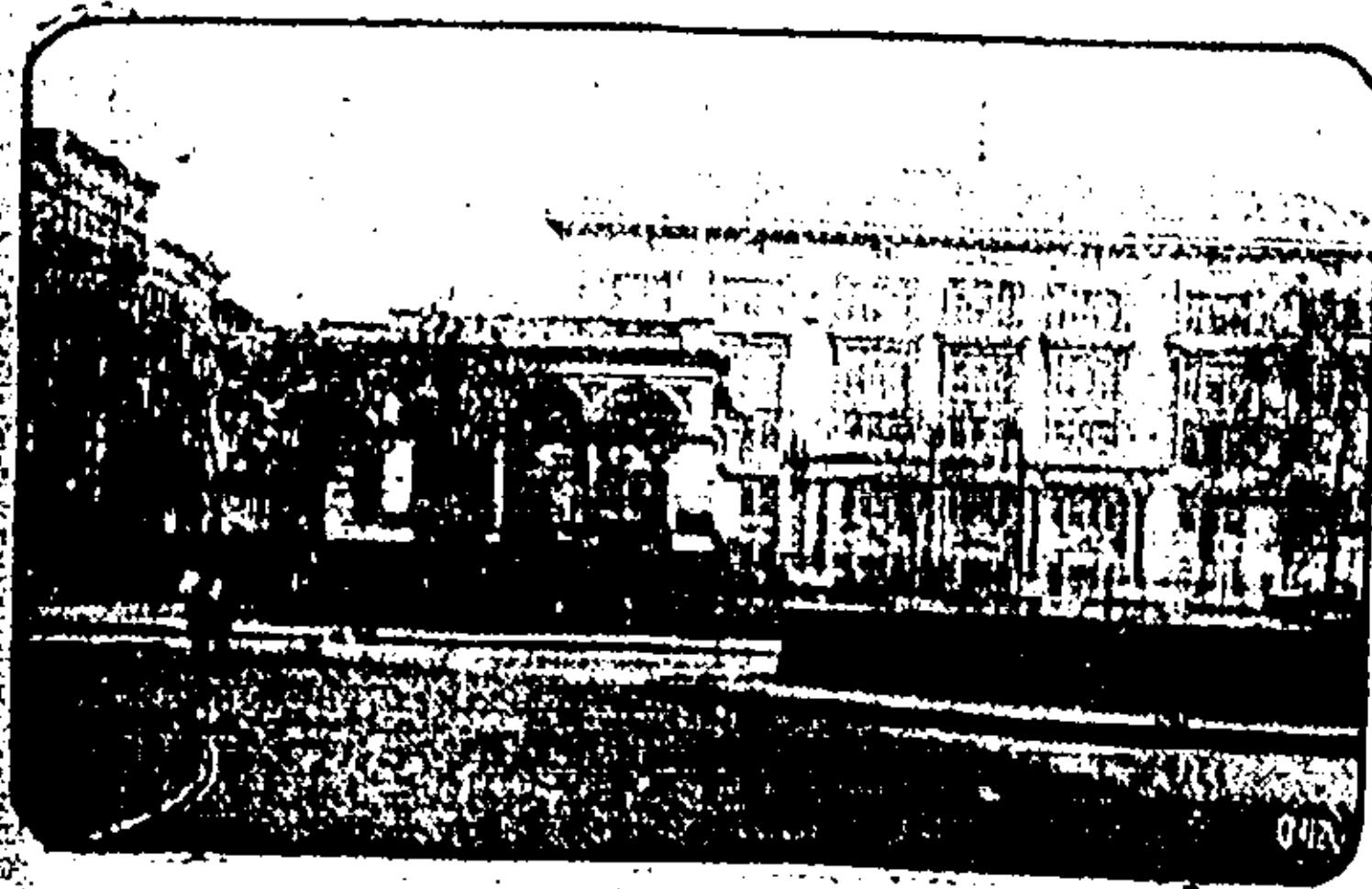
The U. S. is giving away Barnegat Lighthouse on the Jersey coast. Look at its possibilities—a fine summer residence with unrivalled lookout, and a fine storage warehouse for cross-word puzzles.



Senator Carter, shown in the photo, says this vase, in the Senate lobby in Washington, is a two-billion-dollar one. He explains it thus: "This vase, with another like it, was the gift of the French Government. Later they borrowed four billion dollars from us. The vase is here—the money is in France."



Charles Ponzi, whose get-rich-quick bubble burst and throw him into jail at Boston, faces deportation from the United States on a charge of illegal entry. Mrs. Ponzi says she will stay with him.



A view of Rutgers Square, New York, located on the lower East Side, the name of which it is proposed to change to Gompers Square, in honour of the dead labour leader.



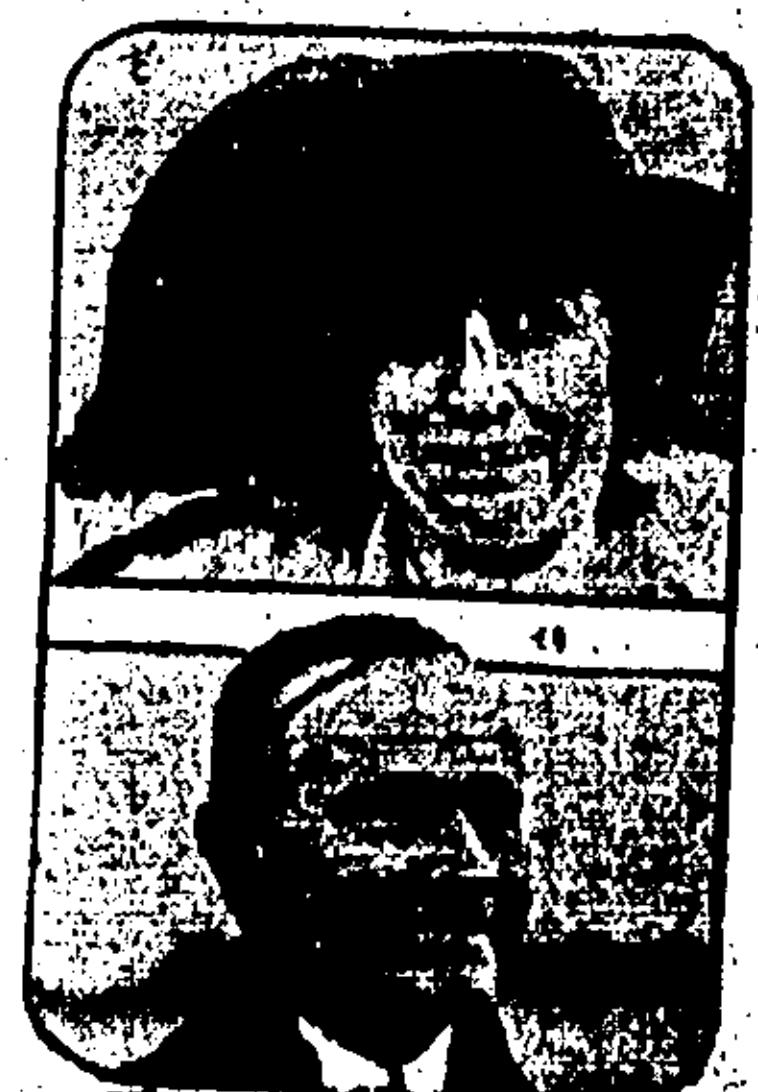
Most important secrets are in the keeping of Miss Bapsy Dastur Cursetji Pavri, daughter of the High Priest of the Parsees at Bombay, a Washington visitor. She is making a study of religious and educational institutions in America; and is a scholar of scriptural languages.



Mis Bapsy Dastur Cursetji Pavri, daughter of the High Priest of the Parsees at Bombay, is a Washington visitor. She is making a study of religious and educational institutions in America; and is a scholar of scriptural languages.



Professor Holger Moelgaard, head of the Department of Physiology, State Veterinary School, Copenhagen, has produced a compound that kills the tubercle germ. American physiologists expect great things from it. A supply of the compound is on its way to America for tests by the U. S. Health Service.



Mr. and Mrs. Calvin Coolidge, who are wintering in Washington, were among the elite at the annual football game between Army and Navy. The camera was snapped when the Army mule kicked the Navy goat as our American friends put it.

SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
		Banks	
H.K. & S. Bank (London)	b. 1220	b. 1215	
Chartered Bank	b. 2145	b. 2214	
Mercantile Banks A & B	b. 2914	b. 2914	
Mercantile Banks C	b. 1316	b. 1316	
P. & O. Bank	as. 1134	a. 111	
Bank of E. Asia	b. 108	b. 103	
Marine Insurance.			
Gant	n. 755	a. 755	
China Underwriters	n. 320	3.05 as. 320	
North China Union	n. 8140	a. 140	
Fangtze	b. 256	b. 256	
Fire Insurances.	b. 4134	b. 42	
China Fires	b. 195	b. 195	
H.K. Fires	n. 710	n. 715	
Shipping.	b. 58	b. 59	
H.K. Steamboats	b. 38	b. 3714 as. 3714	
H.K. Tugs	b. 480	b. 480 as. 5 as. 490	
Indes (Prof.)	b. 38	a. 38	
Indes Def. Lofn/Reg.	n. 120	n. 120	
Indes Def. H.K. Reg.	n. 936	b. 936	
Shells	b. 79 as. 8014	b. 80 as. 8014	
Ferries	n. 174	n. 1910	
Water-boats	n. 255	b. 255	
Oriental Navigation			
China Sugars	a. 8214	b. 8014	
Malabon	n. 39	b. 41	
Mining.			
Sengt Censol	n. 234		
Kallan	b. 526	n. 576	
Langkome Combined	n. 2	b. 23	
Sh'hai Explor. New Issue	b. 510	n. 514	
Rubs	b. 330	b. 314	
Tronches	n. 58	b. 57	
Ural Caspiane			
Docks Wharves, Godowns &c.			
H.K. Wharves	as. 205/4	b. 206	
K Docks	b. 1451/4 as. 146	b. 146	
Hongkew Wharves	210		
New Engineerings	b. 790	b. 814	
Shanghai Docks	b. 1121/4	b. 112	
Lands, Hotels & Buildings.			
H.K. Hotels (cum rts.)	a. 18	b. 1794	
Do. (New) Prem.	n. 1710	n. 1710	
H.K. Developments	b. 700as. 800as.	b. 700as.	
H.K. Lands	b. 110. as. 102 as. 101	b. 101 as. 101/2	
H.K. Realty	b. 230	b. 240	
H.K. Territories	b. 290	b. 250	
Humphreys Estate	n. 2014	b. 1914 as. 1912	
Princes Bidg.	n. 150	b. 150	
Cotton Mills.			
TwoCottons	a. 1214	a. 12 as. 12	
Orie ntals	n. 420	b. 390	
Shanghai Cottons Old	n. 6014	b. 60	
Shanghai Cottons New	n. 33	b. 33	
Miscellaneous.			
Canton Ices	b. 6	b. 614	
Cements (cum rts.)	n. 1934	b. 1934 as. 1930	
Do. (New) Prem	b. 810	b. 810	
Dd. (Com.)	n. 2834	a. 2860	
China Light Old	n. 1934	n. 19	
Do. New	b. 1369	b. 1214	
Do. (Com.)	n. 4014	b. 27 as. 2714	
China Providents Old	n. 1634	b. 16	
Do. New	n. 970	a. 912 as. 914	
Constructions	n. 8	b. 814	
Dairy Farms	n. 2614	b. 2614	
Der A Wing (f.p.)	n. 10	b. 10	
(p.p.)	n. 5	b. 5	
Electrics H.K. Old	a. 4914	b. 4914 as. 4914/50	
Electrics Macao	n. 42		
Hongkong Ropes Old	n. 1914	n. 19	
H.K. Ropes (New) Prem.	n. 1012	n. 11	
Ropes (Combined)	n. 58	b. 56	
Hongkong Tramways	b. 5514	b. 5414	
Lane Crawfords	b. 1910	b. 1930	
Mackintosh	b. 21		
Peak Trams Old	b. 25	s. 26	
Peak Trams New	n. 1012	n. 9	
Sinceros	n. 1312	n. 1314	
Taxis	n. 314	b. 314	
Watsons Old	n. 22	n. 23	
Wm. Powells New	n. 1420	b. 1312	
Wm. Powells Nanyang Tob.	n. 15	b. 1014	
China Buses	b. 511		

Hongkong, February 14, 1925

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing
Delgo M.	M. & R.	Yokohama	15th Feb.
H. & G. M.	D. L. Co.	Food	20th
Em. of Australia	O. P. S. Ltd.	Vancouver	6th
Nanking	O. & Co.	Doukirk	20th

Impending Arrivals

(Supplied by our Advertisers.)

Vessel	Agents	From	Due
Kathia M.	N. Y. K.	Singapore	21st Feb.
Kathia M.	N. Y. K.	Suez	23rd Mar.
Anton M.	N. Y. K.	Que	1st Mar.
Hector M.	B. & S.	Yokohama	14th Mar.
Km. of Asia	O. P. S. Ltd.	Changsha	25th Mar.

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free	Claims	Examina
Hans	T & Co.	Kowloon	Feb. 18	Feb. 21	Feb. 17
Asperior	B. & S.	Holt's	Feb. 18	Mar. 4	Tues. & Fri.
Isidore M.	N. Y. K.	Kowloon	Feb. 20	Mar. 6	Thurs. & Fri.
Dardano	B. & S.	Holt's	Feb. 20	Mar. 6	

Steamers' Movements.

Gloves for Amsterdam London & Hamburg left Shanghai 15th Inst. for this port and is due here on 16th Inst. Vessel will be despatched at 4 p.m. on Monday 16th Inst.

Perkins from New York left Iloilo 12th Inst. for this port and is due here on 16th Inst.

Cyclone left Port Said 8th Inst. for Marseilles, Havre, Liverpool and Glasgow.

Cyclone left Port Said 4th Inst. for Durban, London, Rotterdam and Hamburg.

Cyclone left Port Said 12th Inst. for Boston and New York.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital \$50,000,000

Issued & Fully Paid up \$20,000,000

Reserve Funds

Sterling \$4,500,000

Silver \$25,500,000

Reserve Liability of

Proprietors \$20,000,000

SOCIETY OF DIRECTORS

W. B. Pottendorf, Pres. Chairman

M. F. White, Secy. Deputy Chairman

B. D. F. Smith, Secy. A. O. Lester, Secy.

A. E. Cropton, Secy. T. G. Wood, Secy.

Hon. Mr. F. M. Holroyd, G. M. Young, Secy.

A. H. Barlow, Secy. Chief Manager

Manager Shanghai G. H. Hill, Secy.

London Branches: W. H. G. Smith, Secy.

CONSIGNEES

NOTICE TO CONSIGNEES
OCEAN STEAM SHIP COMPANY, LTD.
and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company Steamer "AGAPENOR." are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The cargo will be ready for delivery from Godown on and after 12th February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10:45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all goods remaining undelivered after the 18th Feb., 1925 will be subject to rent.

All claims against the steamer must be presented to the under-signed on or before the 4th March, 1925 or they will not be recognised.

No fire insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

12th February, 1925.

OSAKA SHOSEN KAISHA.

From Hamburg, Rotterdam and Antwerp.

The Company's Steamship "PARIS MARU" having arrived from the above ports, Consignees of cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th Feb., 1925 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on Wed. and Saturday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA, M. TAKEUCHI, Manager.

Hongkong, 13th Feb., 1924.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA)

FROM EUROPE & STRAITS

The Steamship "INDIA MARU,"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 20th Feb., 1925 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representatives on any Tuesdays & Fridays, at 2:30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 13th February 1925

MASSAGE HALL

Mrs. S. OZUNOYA,

Expert Massagist,

37 Queen's Road, Central.

2nd Floor.

Shipping Europe, Australian, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INcorporated in ENGLAND) TO
Straits, Java and Borneo, Ceylon, India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PERINUS & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
CARDINIA	6,684	19th Feb. noon.	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,903	21 Feb. noon.	M'les, L'don, Hull & Antwerp
WALWA	10,941	7th Mar.	M'les, Marseilles & London
JEYPORE	6,696	11th Mar.	S'pore, P'ang, C'bo & B'bay
JOUDAN	9,005	18th Mar.	S'pore, P'ang, C'bo & B'bay
ASHGAR	5,334	21st Mar.	S'pore, P'ang, C'bo & B'bay
KIDDERPUR	6,813	31st Mar.	M'les, London & Antwerp
MANTUA	10,902	4th Apr.	M'les, London & Anwerp
KARMAKA	9,098	18th Apr.	M'les, London & Anwerp
WACEDONIA	11,089	2nd May	M'les, London & Anwerp
SARDINIA	6,684	16th May	S'pore, P'ang, C'bo & B'bay
KAGURA	6,854	16th May	M'les, London & Anwerp
SOUDAN	6,696	28th May	S'pore, Penang & Calcutta
MOREA	10,911	30th May	M'les, London & Anwerp
KALYAN	9,118	13th June	M'les, London & Anwerp

BRITISH INDIA-APCAR SAILINGS (South).

S.S.	Tons	From Hongkong (about)	Destination
WILWA	8,500	17 Feb. 1 p.m.	S'pore, Penang & Calcutta
VALANDA	8,500	24th Feb.	S'pore, Penang & Calcutta
TA CIWA	7,936	9th Mar.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hongkong (about)	Destination
WANDA	6,956	28th Feb.	Manila, S'kan, Thursday 1st.
ARAFUWA	6,000	1st Apr.	Townsville, B'pane, S'ney
W. ALBANS	4,500	29th Apr.	Melbourne.

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, H'lio, Cebu, Kolambungan, Tawau, Timor, Darwin, or other ports on route as indemnity offers. Frequent connections from Australia with the following:-

The Union S.S. Co., Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,005	21st Feb.	Shanghai, Moji & Kobe
SOUDAN	6,696	21st Feb.	Shanghai, Moji & Kobe
FAIRSEA	7,913	25th Feb.	Moji & Kobe
MANTUA	10,902	7th Mar.	Shanghai & Kobe
ARAFURA	6,000	7th Mar.	Moji, Kobe & Yokohama
SICILIA	6,813	7th Mar.	Shanghai, Moji & Kobe
WACADA	6,949	10th Mar.	Moji & Kobe
KARALA	9,098	21st Mar.	Kobe
TALMA	10,000	29th Mar.	Shanghai, Moji & Kobe
WACEDONIA	10,189	3rd April	Shanghai, Moji & Kobe
S. ALDAN	4,500	4th April	Moji & Kobe
SARDINIA	6,684	17th April	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

P. & O. Bdg., Connaught Rd., C. Agents.

GLEN AND SHIRE.
JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service

OUTWARDS. HOMEWARDS.

Vessel. Due Hongkong. Vessel. Leaves Hongkong.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENNOGLE	9th March.	GLEN HIEL	17th Feb.
GL 1 GARRY	2nd April.	London, Rotterdam & H'burg	
GLENSHANE	14th April.	PE BROKESHIRE	13th March.
GLEN A DA	21st April	L'don, R'dam & H'burg via Oran	
GLENAPP	30th April	GLEN FFER	1st April

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leaves Hongkong
TAIWAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone Central No. 36. Agents.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers Next Sailings from Marseilles Pro. Sailings from M'les & Japan

CHANTILLY 15th Jan. 16th Feb. 15th Mar.

FORT THOS 15th Jan. 16th Feb. 15th Mar.

ANGKOR 29th Jan. 3rd Mar. 29th Mar.

FONT INEBLEAU 12th Feb. 17th Mar. 12th Apr.

ANGERES 26th Feb. 31st Mar. 26th Apr.

PAUL LECAT

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

1st Class £95.00 B. Class 1st Class £83.00

2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG"

AND

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE: MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."

HOTELS.

LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL KOWLOON.

First-Class Billiard Room & Saloon ar.

Electric Lift and Telephone to each Floor.
Tel. E.608 and E.609. Cable address:—KOWLOON, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.
SINGAPORE,
FOR
COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore". ARTHUR E. ODELL,
Telephone 2740. Managing Director.

Queen's Theatre

To-day, at 5.15 & 9.15 p.m.
Sunday, at 9.15 p.m. only

First Class Vaudeville

Miss Tamara Baronelli
Classical & Oriental
Dances

Mr. Jack Thomas

Latest Songs & Dances

ALSO

George Walsh & Miriam Cooper
IN

"SERENADE"

A Romance of Old Spain

Sunday at 6.00 p.m.

"SERENADE"

7 parts.

THEATRE ROYAL

FEBRUARY 25th, 26th and 28th at 9.30 p.m.
FRIDAY, 27th MATINEE ONLY at 5 p.m.

THE HONGKONG A.D.C.

Will present the Great Farcical Comedy

"FRENCH LEAVE"

BOOKING NOW OPEN AT ANDERSON'S

NOTICE

NOTICE IS HEREBY GIVEN
that the HONGKONG
SHAREBROKERS' ASSOCIA-
TION will be CLOSED on MON-
DAY, 16th, TUESDAY, 17th,
WEDNESDAY, 18th and
SATURDAY, 21st, instant.

By order of the committee,
J. N. KEW,
Secretary.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN
that the Ordinary Yearly Meeting
of the shareholders in this
Corporation will be held at the
City Hall, Hongkong, on Saturday,
the 21st February 1925, at
11.30 a.m. for the purpose of re-
ceiving the Report of the Court
of Directors together with a
statement of accounts for the year
ending 31st December 1924.

The Register of shares of the
Corporation will be closed from
Monday the 9th February to
Saturday the 21st February 1925
(both days inclusive) during
which period no transfer of shares
can be registered.

By Order of the Court of
Directors.

A. H. BARLOW,
Chief Manager.
Hongkong 2nd, February, 1925.

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

THE FORTY-FIRST ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the above
Company will be held at St.
George's Building, Water Road,
Victoria, on Thursday, the 26th
February 1925 at 11 o'clock a.m.
for the purpose of receiving a
statement of accounts and the
report of the General Managers
for the year ended 31st December
1924, and electing a Consulting
Committee and Auditors.

The Transfer Books of the
Company will be closed from
Monday the 16th February 1925
until Thursday, 26th February
1925, both days inclusive.

SHEWAN TOMES & CO.
General Managers,
Hongkong, 7th February 1925.

NOTICE TO CONSIGNEE.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer "DARDANUS"

are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will lie
at Consignee's risk and subject to
terms and conditions of storage at
Holt's wharf. The Cargo will be
ready for delivery from Godown
on and after 14th February.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
20th February, will be subject to
the 20th.

All claims against the Steamer
must be presented to the under-
signed on or before the 6th
March, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,
Agents
14th February, 1925.

YOU
WILL
LIKE

ODASCHEAM

Is the only preparation on the
market which by adding to the shaving
water makes the shaving easy
and is palliative.

It has the effect of opening pores and
removing impurities, rendering the
skin capable of the fairest complexion
it can produce.

Its constant use in water means
defiance to any skin infection.
It is only 75 cents per Bottle from
Chemists and Stores. A few drops
to water is beneficial and pleasant.

Wholesale Supply
James H. Backhouse, Ltd.
19 Des Voeux Road.

EXCHANGE.

Opening Rate: closing Rate on Page 1.

SELLING. 20 & 21, San Francisco and New

York 14th, March 15th, Nom.

Demand, 15th, Nom. 11th, 12th, 13th

Demand, 14th, 15th, 16th, 17th, 18th

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